

THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 4140.—VOL. CLIII

SATURDAY, AUGUST 24, 1918.

ONE SHILLING.

The Copyright of all the Editorial Matter, both Engravings and Letterpress, is Strictly Reserved to Great Britain, the Colonies, Europe, and the United States of America.



GAS-MASKED GERMAN PRISONERS AS STRETCHER-BEARERS: BRINGING IN A WOUNDED MAN
DURING THE GREAT PUSH FORWARD.

The curious shape of the German gas-masks will be noted.

CANADIAN WAR RECORDS.

WITH THE BRITISH TROOPS IN THE GREAT ALLIED OFFENSIVE: PRISONERS; PATROLS; FIRST-AID; TANKS; A JIG-SAW MAP.

BRITISH OFFICIAL PHOTOGRAPHS.



SOME OF THE 21,844 CAPTURED BY THE BRITISH 4th ARMY: GERMAN PRISONERS ARRIVING AT A "CAGE" IN BATCHES OF 1000.



DANGEROUS WORK OWING TO THE RISK OF ENEMY MACHINE-GUN FIRE: A BRITISH DAYLIGHT PATROL ENTERING ALBERT.



"THE CAVALRY OF MODERN ARMIES": A "WHIPPET" TANK ON THE BRITISH FRONT IN CHAMPAGNE WAITING TO MOVE FORWARD.



TAKING PRISONERS ON THE SOMME: FOUR GERMANS EMERGING FROM A DUG-OUT AFTER OUR "WAVE" HAD PASSED.



FIELD-AMBULANCE WORK DURING THE AUGUST OFFENSIVE: A BRITISH REGIMENT TREATING TO WOUNDED.



WHERE A MACHINE-GUN MIGHT OPEN FIRE AT ANY MOMENT: MEN OF A BRITISH DAYLIGHT PATROL IN RUINED ALBERT.



A GAME TO INCREASE THEIR KNOWLEDGE OF THE COUNTRY: BRITISH FLYING OFFICERS MAKING A JIG-SAW PUZZLE-MAP.

Various scenes on and near the recent battlefields are illustrated in these photographs. Regarding several of them we may recall an official communiqué from Sir Douglas Haig issued by the War Office on August 15. "One of our patrols," it stated, "rushed a hostile post north of Albert, capturing a machine-gun. Between Albert and Ayette our patrols have been active throughout the night, and have maintained close touch with the enemy. Further progress has been made at a number of points. . . . The total number of prisoners captured by the British 4th Army since the morning of the 8th inst. is now 21,844. During the same period the prisoners taken by the French 1st Army amount to 800, making a total

of 30,344 German prisoners captured in the operations of the Allied armies on the Montdidier-Albert front." The Allied successes have been largely due to the work of the small, fast Tanks known as "Whippets," which Mr. H. W. Nevinson describes as "the cavalry of modern armies." He writes: "The German anti-Tank guns may occasionally hit the heavy Tanks, but against the Whippets they appear to be powerless. . . . The value of Tanks in clearing villages and cutting passages for the infantry can hardly be over-estimated. . . . Tank-fighting is no child's play for the Tank crews, because of the strain, the heat, and the fumes inside."



By G. K. CHESTERTON.

THE cause of the Allies is confronted with certain new dangers: but they are the dangers of success; we might even say that they are the dangers of victory. They are the very real perils, often apparent in history, of mistaking the penultimate for the ultimate. It may be, as some shrewd observers hold, that Prussia really lost the Great War on that one summer day when, from the west of the Marne salient, French commanders went forward without firing a gun, sudden and silent as an ancient arrow. But even if this meant the Germans losing the war, it would not mean the Allies winning it. It would only mean the Allies winning the power of winning it. It would not even mean that we can have the confidence of victory; it would only mean that we can have the victory, if we do not have too much of the confidence. But the peril is really rather more peculiar than this; and it is sufficiently subtle to be referred back to its real causes. The truth is that certain fallacies, fundamental in the minds of many patriotic people, have come to the surface in the natural exaltation of the late glorious successes. One of them was a notion, four years ago, that the war would be easily won at the beginning. It has returned in the form of a similar notion that it will be easily won at the end. But things so necessary end no more easily than they begin. Great wars between great European combinations have not generally been over in a few months. And this war began in such a fashion that it could only have been rapidly finished if we had been finished, too.

Another reason for this, I fancy, is the fact that we have to write about the war in shorthand. We have to say, for instance, that we are fighting Germany. This involved a vague idea that one state was at war with many, and that it must be beaten. The Germans themselves, of course, warmly encouraged the idea that they were at bay before a huge majority of Allies. They would be capable of saying they were at bay before a huge majority of Montenegrins. But it was never at all a true account of the case. It is not, properly speaking, in the least true that we are fighting Germany. We are fighting something that is at once larger and smaller than Germany. The will opposed to us is Prussia, or something smaller than Prussia; it is rather Potsdam. The power opposed to us is Middle Europe, and much more than is counted as Middle Europe; it came near to being most of Europe. Unless the Prussian grip on Russia is loosed, it will be most of Europe, or approximately the whole of Europe. The correct definition would be something like this; we are fighting a vast confederation of those states which have already accepted the Prussian hegemony. But when

writing or talking casually, we should find it rather difficult to say this, instead of simply saying "Germany." It would be awkward for the average man to say, in a public house, or on a post-card: "I wish I could get out and have a pot at the vast confederation of those states that have already accepted the Prussian hegemony." He would count it a little laborious to say: "The vast confederation of those states that have already accepted the Prussian hegemony seems to have got

the knock at Soissons." He talks of potting at the Germans; he talks of the Germans having the knock; and touching certain historic and racial traits, the term is valid. But touching the military power we have had to meet, the longer definition is true, and the difference is real. What we have been fighting is the half-finished design of a sort of inverted Roman Empire. It is one in which the least civilised instead of the most civilised power is on top; and one which originally radiated not from an old republican city, but from a new royal court, Bavaria

is a part of it only as Bulgaria is also a part of it. They both belong to it, in the sense that the Bavarian King would say to the Kaiser what the Bulgarian King also said to the Kaiser: *Ave Cæsar*. The Turks are not Germans; they are not Teutons; they are not even Middle Europeans. They are

exceedingly marginal Europeans; in fact, they are not Europeans at all. But they are people who will accept the headship of the Hohenzollerns; and we happen to be people who will not.

There is a danger that we may now trust too much to an American steam-roller, as we once trusted to a Russian steam-roller. We must get rid of the least lingering notion that we have "made our contribution," and can now leave

everything to the larger population of the West. In that sense it is even more insulting to trust America than it would be to distrust America. We can certainly now win if we all drive forward together; but we can certainly still lose if any of us drop out; or even drop behind. We at home cannot do the most important part of the work; but we can do a very important part, for all that. We

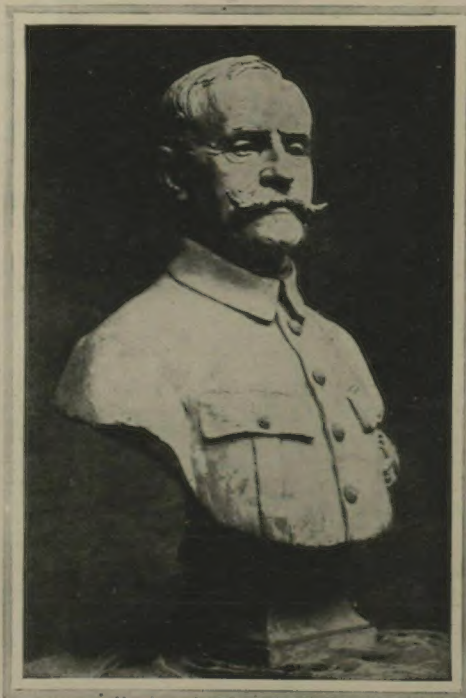
can give essential work and money; we can economise in necessary things; we can discourage all disaffection in private life; and especially disentangle international misunderstandings between the Allies. But, above all, we can keep clearly in view what we are either working or fighting for; and what alone makes it worth while either to work or fight. We are not fighting with another normal nation called Germany, which can afterwards retire within its own borders, as we within ours. If that were the only material of war, there would have been no war. We are fighting to *undo* something unfortunately already done, or half-done. We are in *revolt* against an evil empire already partly established in Europe; largely by the blind and base submission of Europe, first to the Prussian partition of Poland, and then to the Prussian dismemberment of France. Men talk of a counter-revolution in Russia: but they forget that the Russian revolution was itself a counter-revolution in Europe. The great revolution in Europe was the rising against the Prussian empire. It is this that makes the last victory on the Marne, like the first victory on the Marne, so sublime and sensational; for a victory that is democratic is always dramatic. But the democracy has not finally risen until the despotism has finally fallen. That is the vital quality in a civil war; and this is far more of a civil war in Europe than a foreign war with Germany. If we fail, the German Emperor will survive as European Emperor, and in that sense as English Emperor. His influence will be felt in every land, like the influence of a Roman Emperor. When we have succeeded, he must be as impotent in Posen, at his own gates, as in Patagonia at the ends of the earth. An enemy may be an equal, and be treated with as an equal; but a tyranny that has been on top can only be cast down, and trampled under foot of men.



COMMANDING THE FRENCH ARMY ON THE AMIENS
RIGHT FLANK: GENERAL HUMBERT.
General Humbert's original front of eight miles ran from Courcelles to Anethu. He made a brilliant advance, capturing the Lassigny massif and Ribecourt.
French Official Photograph.



GIVEN THE GERMAN COMMAND ON THE SOMME, AS
AN EXPERT IN RETREAT: GENERAL VON BOEHN.
General Von Boehn was recently appointed chief of a new army group, on both banks of the Somme. He conducted the German retreat before General Mangin.
Photograph by C.N.



COMMANDER-IN-CHIEF OF THE ALLIED FORCES ON THE WESTERN
FRONT: MARSHAL FOCH—A BUST BY AUGUSTE MAILLARD.

An Early Morning Advance by the Infantry: An Australian Photograph.



"ADVANCING FROM THE FIRST OBJECTIVE IN THE EARLY MORNING": TROOPS MOVING FORWARD DURING THE BRITISH OFFENSIVE.

The Australian official correspondent, Mr. C. E. W. Bean, writes: "By Friday night (August 9) the Australian infantry, in the face of heavy machine-gun fire, reached the top of the ridge (west of Lihons) at some places. During the night the Germans brought up fresh troops from Cambrai. At 8 a.m. the Australian infantry again advanced. . . .

Yesterday morning (August 11) the Australian infantry passed well beyond Lihons. . . . The Germans captured by the Australians in this battle now number nearly 8000. The guns are not yet counted, but appear to be about 120. The depth of the Australian advance is now about 13 miles."

A Brave Rescue: British Soldiers Bringing Out a Wounded Comrade Under Fire.



UNABLE TO RISE, AS THEY WOULD BE SHOT DOWN BY MACHINE-GUNS: MEN OF A DAYLIGHT PATROL IN ALBERT CRAWLING THROUGH A DOOR TO RESCUE A BADLY WOUNDED COMRADE.

Many gallant rescues such as that here illustrated are performed every day by our men at the front, but it is seldom that these deeds of courage can be recorded by the camera. In this case two men of a British daylight patrol sent into the town of Albert are seen

crawling through a doorway to bring to safety the man lying beyond them, who has been badly wounded. They are unable to rise to their feet, as they would be at once shot down by a German machine-gun which they know to be trained on the spot.

DROPPED ON VIENNA BY D'ANNUNZIO: THREE HISTORIC LEAFLETS.

PHOTOGRAPHS SUPPLIED BY ALFIERI.

Denkt über folgende drei
tatsachen nach:

- 1) Die ganze Welt steht euch feindselig gegenüber und nach der schrecklichen Niederlage, die ihr im Juni erlitten habt, hat eure Regierung jede Hoffnung auf Sieg aufgegeben. Eine Million und zweihundert tausend Amerikaner stehen in Frankreich kampfbereit, und im September wird ihre Kriegsstärke zwei Millionen erreichen. Amerika stellt zweimal soviele Schiffe fertig als die Unterseeboote zu versenken im Stande sind.
- 2) Eure karge Ernte wird euch nur für wenige Monate mit schlechtem Brote versehen können und nächsten Winter werdet ihr hundertmal mehr leiden müssen als ihr vorigen Winters weil Deutschland neun Zehntel des rumänischen, russischen und grössteils auch eures eigenen Getreides für sich gesichert hat.
- 3) Nach den Friedensschlüssen von Brest-Litovsk und Bukarest, nach der Behandlung die Deutschland den Russen, Rumänen und Ukrainern hat zuteil werden lassen, gibt es in der ganzen Welt, keine Regierung die Deutschland und Österreich Ungarn glauben schenken könnte. Deshalb werden die Entente-mächte niemals einen Frieden mit den Gegenwärtigen Regierungen Deutschland und Österreich-Ungarn schliessen.

Jedoch

die Entente-mächte sind innerer bereit den Frieden mit dem deutschen Volke und den freien Völkern Österreich-Ungarns, die Deutschen und Magyaren mitzubegrüßen, zu schliessen im Falle dass

PHOTOGRAPHS of the landing of Major Gabriele d'Annunzio, the famous Italian poet-aviator, on his return from leading a squadron of eight aeroplanes in a leaflet-dropping raid on Vienna, appear on a double-page in this number. Here we reproduce, in reduced facsimile, copies of the leaflets which were dropped. In the case of the one printed in German, only the front side is given here; it continues on the back. It states the American strength, and points out, among other things, that the whole world is arrayed against the Central Powers, but that peace is open to their peoples when they have swept away the military caste. The copy of Major d'Annunzio's own leaflet, reproduced on the right, is autographed by himself as a souvenir. He recalls the Allies' victories of the Piave and the Marne, and prophesies their final triumph. The translation of the third leaflet, printed over the Italian colours, is as follows: "People of Vienna,—Learn to know the Italians. We are flying over Vienna. We could

(Continued below.)

Sore ad me am...

In questo mattino d'agosto, mentre si compie il quarto anno della vostra convulsione disperata e luminosamente incomincia l'anno della nostra piena potenza, l'ala tricolore vi apparisce all'improvviso come indizio del destino che si volge.

Il destino si volge. Si volge verso noi con una certezza di ferro. E' passata per sempre l'ora di quella Germania che vi trascinava, vi umilia e vi infetta. La vostra ora è passata. Come la nostra fede fu la più forte, ecco che la nostra volontà predomina. Predominerà sino alla fine i combattenti vittoriosi del Piave, i combattenti vittoriosi della Marna lo sentono, lo sanno, con una ebbrezza che moltiplica l'impeto. Ma se l'impeto non bastasse, basterebbe il numero; e questo è detto per coloro che usano combattere dieci contro uno. L'Atlantico è upa via che non si chiude; ed è una via eroica, come dimostrano i novissimi inseguitori che hanno colorato l'Ourocq di sangue tedesco.

Sul vento di vittoria che si leva dai fumi della libertà, non siamo venuti se non per la gioia dell'arditezza, non siamo venuti se non per la prova di quel che potremo osare e fare quando vorremo, nell'ora che sceglieremo.

Il rombo della giovine ala italiana non somiglia a quello del bronzo funebre, nel cielo mattutino. Tuttavia la lieta audacia sospende fra Santo Stefano e il Graben una sentenza non revocabile, o Viennesi.

VIVA L'ITALIA!

Gabriele d'Annunzio GABRIELE D'ANNUNZIO

A LEAFLET IN GERMAN DROPPED INTO VIENNA BY D'ANNUNZIO'S SQUADRON: A REDUCED FACSIMILE (ORIGINAL, 9½ BY 6½ IN.).

AUTOGRAPHED AS A SOUVENIR BY D'ANNUNZIO: HIS OWN LEAFLET (ORIGINAL SIZE, 9 BY 6½ IN.).

VIENNESI!

Imparate a conoscere gli italiani.

Noi voliamo su Vienna, potremmo lanciare bombe a tonnellate. Non vi lanciamo che un saluto a tre colori: i tre colori della libertà.

Noi italiani non facciamo la guerra ai bambini, ai vecchi, alle donne. Noi facciamo la guerra al vostro governo nemico delle libertà nazionali, al vostro cieco testardo crudele governo che non sa darvi né pace né pane, e vi nutre d'odio e d'illusioni.

VIENNESI!

Voi avete fama d'essere intelligenti. Ma perchè vi siete messa l'uniforme prussiana? Ormai, lo vedete, tutto il mondo s'è voltato contro di voi.

Volete continuare la guerra? Continuatela. E' il vostro suicidio. Che sperate? La vittoria decisiva promessavi dai generali prussiani? La loro vittoria decisiva è come il pane dell'Ucraina: Si muore aspettandola.

POPOLO DI VIENNA, pensa ai tuoi casi. Svegliati!

VIVA LA LIBERTÀ!

VIVA L'ITALIA!

VIVA L'INTESA!

128

PRINTED IN THE COLOURS OF THE ITALIAN FLAG—GREEN, WHITE, AND RED: A LEAFLET IN ITALIAN (ORIGINAL SIZE, 9½ BY 6½ IN.).

Continued. drop tons of bombs, but we only drop a greeting to the three colours—the three colours of liberty. We Italians do not make war on women, children, and old men. We are making war on your Government, the enemy of national liberties; on your blind, obstinate and cruel Government, which cannot give you either peace or bread, and feeds you on hatred and illusions. People of Vienna, you have the reputation of being intelligent, but why have you put on Prussian uniform? You see now that the whole world has turned

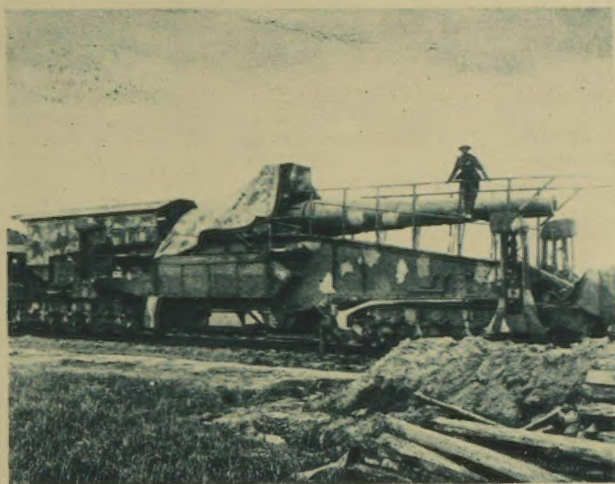
against you. Will you continue the war? To continue it is suicide for you. What do you hope for? For the decisive victory promised to you by the Prussians? Their decisive victory is like the bread from the Ukraine: one dies while waiting for it. People of Vienna, think of yourselves! Awake! Long live liberty, long live Italy, long live the Entente!" Copies of these leaflets were soon selling at high prices in Vienna, though the Austrian Government called them in, with penalties for their retention.

SPOILS OF THE BRITISH VICTORY: GERMAN GUNS AND MATERIAL.

BRITISH, AUSTRALIAN, AND CANADIAN OFFICIAL PHOTOGRAPHS.



CAPTURED WHILE BEING TAKEN TO THE REAR: A GERMAN 14-C.M. NAVAL GUN TRAIN.



TAKEN INTACT, WITH ITS TRAIN AND EQUIPMENT: A GERMAN 14-C.M. NAVAL GUN.



ONE OF SEVERAL THOUSAND CAPTURED: A GERMAN MACHINE-GUN AND ITS EMPLACEMENT AT METEREN.



INSPECTING A GERMAN ANTI-TANK RIFLE, WHICH HAS A HALF-INCH BORE AND FIRES A CARTRIDGE ABOUT FIVE INCHES LONG.



ABANDONED BY THE ENEMY IN HIS HURRIED RETREAT: A GERMAN GENERAL SERVICE WAGON.



ONE OF MANY: A GERMAN HOWITZER CAPTURED ON THE ROAD DURING THE ENEMY'S RETREAT.

These photographs show a few typical examples of the huge quantity of German guns and other war material captured by the British troops in the Franco-British offensive begun on August 8 on the Somme front east of Amiens. Writing on the 13th, Mr. H. W. Nevins said: "I understand that our captures since the beginning of our advance exceed 20,000 prisoners . . . more than 400 guns, several thousand machine-guns, a number of

trench-mortars not yet counted, three complete railway trains, and a vast stock of stores and engineering materials." A later estimate placed the total captures by the British and French in the Battle of the Somme at 38,000 prisoners and 500 guns, and those in the second Battle of the Marne at 35,000 prisoners and 700 guns, making a total for the month ending August 15 of 73,000 prisoners and 1,500 guns.

THE WORLD OF FLIGHT

THE USE OF NAVAL AEROPLANES—PAST AND PRESENT.

By C. G. GREY,

Editor of "The Aeroplane."

NATURALLY, considerable interest has been aroused by the recent raid by aeroplanes on the German airship sheds at Tondern. This raid marks another step in the revived activities of the British Navy, as exemplified by the sea-raids on Zeebrugge and Ostend; and one hopes it is only a sort of preliminary canter preparatory to continual raiding of German coast towns and depots all the way from the German-Danish frontier to the Frisian Islands. In these days of long-range aeroplanes, Kiel and Hamburg would appear to be well inside our modern radius of action, and so one may hope to see naval aeroplanes continuing in the North the good work which is being done so effectually by the Independent Air Force in the Rhineland manufacturing districts.

It will be remembered that on Christmas Day of 1914 a tiny flotilla, fitted up as sea-plane-carriers, took some half-dozen machines into the Heligoland Bight, and made quite a useful raid on Cuxhaven, Wilhelmshaven, and the seaplane stations on the German Frisian Islands. On that occasion the machines used were ordinary seaplanes with floats, which were lowered overside and left to get off the water as best they could. In the Tondern raid the machines were of a type very similar to ordinary land-going aeroplanes, and were launched from the decks of the carrier-ships.

It has been mentioned that the King recently paid a visit to the special aeroplane ships which were used in the Tondern raid. As the Navy is now beginning to take its aerial branch very seriously, one may assume that the aeroplane-ship will develop along its own lines, just as has the battle-ship, the cruiser, the destroyer, and the submarine, not to mention sundry "hush-boats," for when the Navy finally makes up its mind to take up a new form of frightfulness, it does so very thoroughly.

A Scandinavian correspondent of one of the daily papers recently mentioned the presence in the Baltic of German war-ships carrying "numerous aeroplanes." It is already made known that German seaplanes of the ordinary float type have been very active in the North Sea. These two facts point to greatly increased aerial activity at sea, and confirm what has already been written in this paper concerning the interdependence of sea-power and air-power, and the absolute necessity for the Allied Fleets to obtain and hold not only the command of the surface of the sea, but of the heavens above and the waters beneath the surface.

It seems a fitting time to set down briefly what was done before the war in the way of developing co-operation between ships and aeroplanes, as distinct from the work of hydro-aeroplanes, water-planes, seaplanes, or whatever other names have been applied—and more frequently mis-applied—to craft which fly off the water, as differentiated from craft which fly off ships.

As in the cases of ordinary aeroplanes and seaplanes, the first successful effort in this direction was made by an American. On Nov. 14, 1910, the late Eugen Ely, a crack American pilot, flew

a Curtiss biplane off the deck of the United States cruiser *Birmingham*, then lying in Hampton Roads, and alighted safely on the shore. In December of the same year, Mr. Ely flew a Curtiss biplane from the Presidio Parade Ground at San Francisco, and alighted on a specially prepared platform on the deck of the U.S. war-ship *Pennsylvania** lying in the harbour, and later in the day flew off the ship back to the shore. There was no wind, and the ships were as steady as dry land.

With the modern high-speed aeroplane, which needs considerable speed through the air to lift



NOT OF THE "MOPING" VARIETY: A BRITISH PILOT AND HIS MASCOT OWL, WITH WHICH HE ALWAYS TAKES ON NIGHT BOMBING TRIPS.—[British Official Photograph.]

it, there would be more difficulty in getting off a stationary ship, or landing on one, in a calm, than in performing the same feats off or on to a fast vessel steaming at top speed head to wind. For example, if a modern aeroplane needs a speed of 80 miles an hour to get off the ground—or off a deck—then if it were sitting on the launching-platform of a 30-knot ship steaming into a 50-knot

The first properly controlled flight by a hydro-aeroplane off and on to water, with turns in the air and on the water, was made by my friend Mr. Glenn Curtiss, at San Diego, California, on Jan. 26, 1911. Also, in August of 1911, the first "amphibian" flights were made, a curious type of Voisin biplane, known as the "canard," flying off the aerodrome at Issy-les-Moulineaux, near Paris, alighting on the Seine, flying off the Seine, and alighting again at Issy.

It was in 1912 that the British Navy first began to take an interest in water-flying. At the beginning of January of that year, Lieut. A. M. Longmore, R.N., got off the Royal Aero Club aerodrome at Eastchurch on a Short biplane fitted with cylindrical air-bags as floats, and alighted on the water in Sheerness Harbour. On the 10th of the same month, Lieut. C. R. Samson, R.N., made the first flight off a ship in Europe, when he flew another Short biplane off a platform erected on the forward super-structure of H.M.S. *Africa* in Sheerness Harbour, and alighted at the Royal Aero Club aerodrome.

Following this came an event which marked an epoch in the annals of aviation. On May 9, 1912, Lieut. R. Gregory, R.N., again on one of the Short Brothers' historic biplanes, flew off a platform on the fore-deck of H.M.S. *Hibernia*, while that vessel was steaming into Portland Roads. He alighted safely at Lodmoor, on the Dorsetshire coast. This was the first flight ever made from a moving ship.

Discussing the uses of naval aeroplanes in an article written in 1913 for "The Navy League Annual," one ventured then to dismiss the big aeroplanes of the period as too cumbersome for ship work, and to make the following statements—"The alternative seems to be a very small machine without floats of any kind, or merely with bottle-floats to keep it from sinking, and launched from a light rail on the superstructure of the ship itself. Such a machine can be built to take up less room than an ordinary torpedo, and quite a number could be carried in any ship's

torpedo flat. The machine would be launched by some form of catapult apparatus (designs for several types exist) . . . The machine would be equipped with wireless apparatus. On completing its scouting trip, the machine would, on returning, come down in the water as near as possible to its own ship, and be picked up again. Probably it would smash its propeller and wings in alighting, but these would be comparatively cheap when made in large quantities. The body of the machine being watertight, it would not sink in any case, so that if the hull of the machine and the pilot were saved, the whole expense of the trip would be considerably less than that of firing a big gun. Recent experiments by M. Blériot in France suggest that it may ere long be possible for an aeroplane returning to its ship to grapple a cable and so avoid going into the water, except by accident."

That was written five years ago. We have now completed our fourth year of war. And we are beginning to use naval aeroplanes as they should be used.



WITH DAMAGED PROPELLERS AS "TROPHIES OVER THEIR TOMB": THE LAST RESTING-PLACE IN FRANCE OF GALLANT BRITISH AVIATORS.—[British Official Photograph.]

breeze, it would be already flying before it began to move along the launching-way, because the 80-knot gale thus created would be greater than the 80-mile-per-hour air-speed necessary to lift it.

* The *Pennsylvania* was afterwards re-named *Pittsburg*, the name *Pennsylvania* being transferred to a new U.S.N. super-Dreadnought, so the crew of the old *Pittsburg* have every right to be proud of their ship's history.—C. G. G.

THE HALOED SHADOW: AN AERIAL PHENOMENON.

DRAWN BY E. L. FORD.



OFTEN OBSERVED WHEN FLYING OVER CLOUDS ON A SUNNY DAY: A CIRCULAR SHADOW RESEMBLING THE ALLIED AEROPLANE-MARK.

The strange phenomenon illustrated in this drawing is often observed by aviators when flying above clouds in sunny weather. By some trick of the atmosphere, which meteorologists will no doubt be able to explain, the shadow of the machine is cast on the clouds below it encircled by a ring suggestive of a halo, and also causing an effect resembling the circular mark that is painted on the wings of Allied aeroplanes. From this circumstance the superstitious might take it as a favourable omen for the Allied

cause; and, indeed, a belief in luck and kindred matters is not unknown in the air service. On another page of this number, for instance, we give a photograph of a British pilot with an imitation owl which he takes on night bombing expeditions. Possibly the natural phenomenon here shown has some affinity with the ring occasionally seen round the moon and with the arc of the rainbow, but we must leave these matters to the men of science to elucidate.—[Drawing Copyrighted in the United States and Canada.]

A MODERN DANTE AND RUGGIERO COMBINED: D'ANNUNZIO'S

PHOTOGRAPHS

RETURN FROM HIS LEAFLET-DROPPING RAID ON VIENNA.

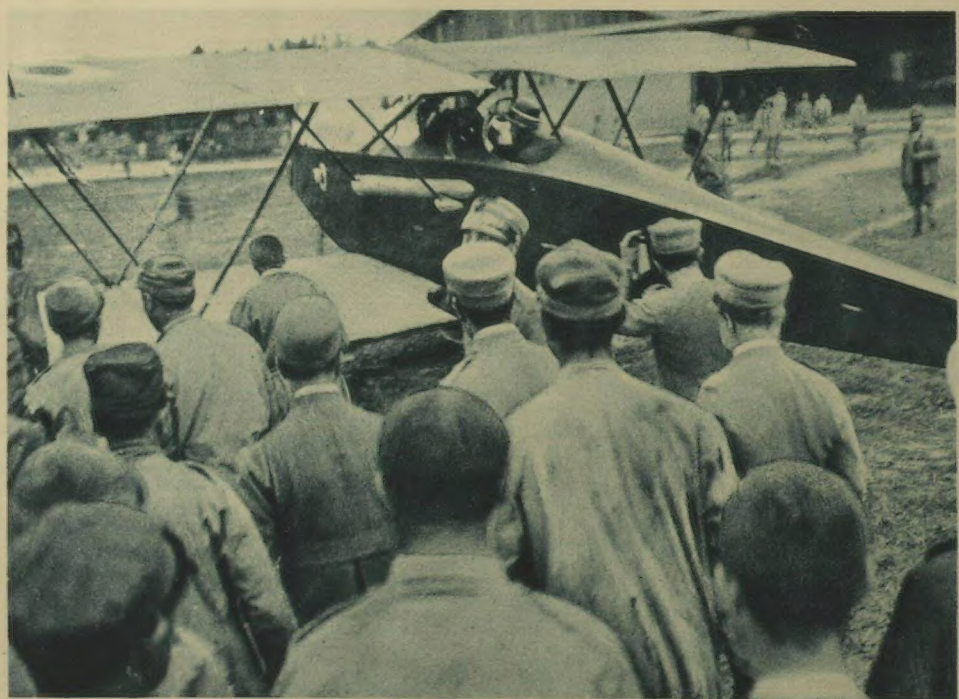
SUPPLIED BY ALFIERI.



THE RETURN OF MAJOR GABRIELE D'ANNUNZIO FROM HIS GREAT 620-MILE FLIGHT TO VIENNA AND BACK: THE RUSH TOWARDS HIS MACHINE AT THE LANDING-PLACE



A GREAT WELCOME FOR THE LEADER IN A GREAT EXPLOIT: THE THROG ROUND MAJOR GABRIELE D'ANNUNZIO'S AEROPLANE ON HIS RETURN FROM VIENNA.



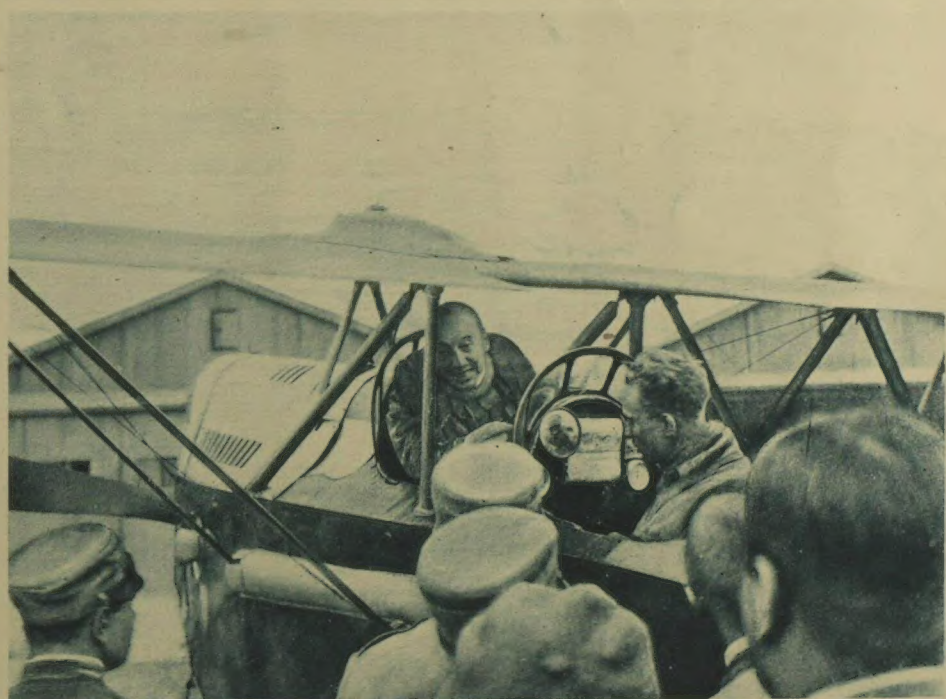
A CLOSER VIEW OF MAJOR D'ANNUNZIO'S LANDING: ITALIAN SOLDIERS RUNNING UP TO WELCOME THE LEADER OF THE SQUADRON WHICH RAIDED VIENNA.



A POET WHO HAS "LIVED POETRY" LIKE DESCRIBING THE VIENNA RAID



NONE BEFORE HIM: MAJOR D'ANNUNZIO TO GENERAL BONGIOVANNI



ITALY'S FAMOUS POET-AVIATOR IN THE OBSERVER'S SEAT OF HIS MACHINE: MAJOR D'ANNUNZIO CONGRATULATED ON HIS RETURN FROM VIENNA.

While poets like Shelley have followed in spirit the flight of the lark, and Pindar is only described metaphorically, by Gray, as "sailing with supreme dominion through the azure deep of air," it has been reserved for Italy's poet-aviator of to-day, Major Gabriele d'Annunzio, to realise that metaphor in literal fact, and, in Rupert Brooke's phrase, to "live poetry" as well as write it. Major d'Annunzio has been the inspirer of Italian patriotism throughout the war, and it was his burning denunciation of Austria that largely roused Italy to take up arms. At first he served as a junior officer of infantry, but it is by his later feats as an aviator that he has won the greatest fame. Though fifty-four years old, he has made many daring flights, for bomb-dropping and otherwise, notably over Cattaro, Pola, and Trieste, but all previous exploits have been eclipsed by his recent expedition to Vienna, as commander of a squadron of picked young

aviators. The journey was 620 miles there and back, including 500 miles over enemy territory, and a double crossing of the Alps. The eight machines were all single-seaters, except his own, which has an observer's seat specially built for him. They were in the air for 6½ hours. Over Vienna they dropped thousands of leaflets urging the Austrians to throw off the Prussian yoke, and pointing out that the leaflets might easily have been bombs, but that "Italians do not make war on women, children, and old men." Of Major d'Annunzio, Mr. Ward Price writes: "Famous before as poet and dramatist, as the creator of a new Italian literature, he has affected the language of his country more profoundly than anyone since Dante." He has also been compared to Ariosto's mythical hero, Ruggiero, who flew through the air on a winged horse, or hippogriff. General Bongiovanni, seen in one photograph, is commander of the Italian air service.

THE UNITED STATES AT WAR.

V.—UNCLE SAMUEL PREPARES FOR OCEAN FIGHTING. * By Edward Marshall.

BEYOND a doubt it was the superiority of the British Fleet which saved the world when Germany went mad, so an American must write about his nation's slighter sea-power with a certain diffidence. The gunnery of our sailormen long has ranked with that of Britain's; to compare the individual Yankee seaman with the individual British seaman is an insult to neither; but in fighting strength America's pre-war Navy was not in the same class with the British fleets. It is inevitable that this should continue to the war's end in so far as aggregate tonnage and importance of individual vessels go; but America is building rapidly. Statistics may not be given, even if one knows them (and I do not), but there must be a certain comfort to all Allies in the fact that mighty naval shipyards as well as record-breaking installations for the construction of new merchant tonnage (with regard to which I already have written something for *The Illustrated London News*), have been established, and are very busy in America. But even though work be at the highest speed, building of great naval vessels must be slow.

With regard to smaller vessels especially adapted to fighting U-boats, America has accomplished more, and has great things in prospect, for the American national habit of quantity production can easily be adapted to such construction. The destroyer type has been absolutely standardised in the American yards, the process beginning in the steel mills where the plates and beams are rolled, and extending to the provision of almost all other requisites.

When the war began, America had fifty-eight destroyers on the seas. Of the new ones actually under way, many will go into commission before the year's end. Twenty-five have been delivered since Jan. 1. That these are, and are to be, devoted to the general cause of the Allies, and not held exclusively for the protection of American coasts and convoys, is proved by the interesting fact that they are searching for, and on occasion strafing, German U-boats intent on striking at America's supplies and troops for Europe.

Immediately after the American declaration of war, it was decided that many yards not usually naval should be devoted to the construction of small, new-fashioned craft for chasing submarines. On both the Atlantic and Pacific coasts of the United States, and especially along the shores of the Great Lakes, the sport of speed-boating, developed to an extraordinary degree, had created many centres available for such construction. The Navy Department mobilised existing boats and called upon all builders for hundreds of new ones. The existing fleet was great. Launching statistics of new boats are not available, but swarms have been sent to sea, and have been of high value during the submarine campaign against American sea-transportation which began several months ago. I can say this: A very large number of these new chasers had been delivered on Mar. 1; a round hundred are busy at patrol work here in European waters. Some of the most thrilling sea-tales of the war might be told of them.

For all the miscellaneous little vessels now in use, the substitution of Henry Ford's extraordinary

"Eagle Boats"—output of his vast motor factory at Detroit—presently will be very rapid, for in the construction of these "Eagle Boats" the great motor-car manufacturer's genius for "quantity production" undoubtedly has reached its highest expression. The keels of these two-hundred-foot, dark, polished steel vessels are laid on great travelling ways, and as they pass various stations, never stopping, never even slowing, the ribs, skin-plates and other essentials of the hulls are fitted into place on them by hurrying workmen. Each hull is quite complete when the moving way dips

U-boat attacks on the American coast, designed to scare the nation into fits, really were the best recruiting agents Uncle Samuel ever had, and the widely heralded exploits of American marines in France resulted in almost 15,000 enlistments in the Naval Reserve during the seven days ending June 6. The following week enrolments totalled 12,203. In just three months the Marine Corps doubled its personnel, increasing from 77,314 to 148,505.

The great numbers of new American merchant vessels are manned with men trained by the Navy, for when she went to war, America was practically without a merchant-sailor class. Now men enlisting in the recently organised "Overseas Transportation Service" are provisioned, drilled, and handled in every way as if for service upon naval auxiliary vessels. A vast organisation, somewhat similar to the old private commercial shipping companies, has branches at seaport centres, and (besides looking after all repairs to vessels in the service) had crews trained and waiting for not less than nineteen cargo-carrying ships of about 170,000 dead-weight tonnage, delivered in August alone.

At the present moment the United States Navy has upon this side of the ocean about 50,000 men, and about 300 ships, not counting men or vessels engaged in civilian supply service.

One detail of the Anglo-American team-work now developing into an unparalleled perfection trains men for American destroyer crews. Enlisted for this highly technical service everywhere in the United States, often far from salt water, most American recruits must learn the very rudiments of their duties. They are taught extensively at a school now operating at Queens-town, in which drafts from the United States are instructed chiefly to be sent back to America as "nucleus crews." Reaching America, each unit of the sort is at once put aboard a new destroyer—very likely before she is entirely completed, so that its men can learn her thoroughly. When she sails they have her in charge, and bring with them on the eastward voyage as many raw men as by terrific crowding can be pressed into her spare space, to take their turn at Queenstown. Thus the speed of training is so extraordinary that no matter what may be the rapidity of output at the American destroyer yards, crews will be ready for every vessel quite as soon as she is launched.

The men of the American Navy are the best paid of the world's naval fighters. One of the results has been that they have materially helped defray the cost of the great war in which they have enlisted to participate. To date, all ranks in the United States Navy have subscribed to the "Liberty Loan" more than eighteen and a-half million dollars, thus exceeding by four million dollars the Navy's total subscriptions to the two previous war loans. The total of subscriptions from the Navy's enlisted and civil employes now exceeds thirty-two and a-half million dollars, or enough to pay for at least three of the new Dreadnoughts upon which so many of the contributors will serve. Roughly speaking, five dollars are equivalent to a pound.



A BIVOUAC DURING OPEN FIGHTING IN THE ADVANCE NEAR SOISSONS: AMERICAN SUPPLY-TRAIN MEN AND FRENCH DRAGOONS.
U.S. Official Photograph.

into the water and the little ship floats free. In a little while the trim, slim, grim, fast, eager little vessels will be so numerous that U-boats well may hesitate to obtrude their periscopes off the Atlantic coast, the British coasts, or in the neighbourhood



AMERICAN TROOPS IN THE ADVANCE NEAR SOISSONS: DIGGING-IN AT A NEWLY OCCUPIED POSITION.—[U.S. Official Photograph.]

of any convoy. The construction of mine-sweepers is regarded as especially important in America, because their work (thanks to the Hun) probably will last for many years after the war's end. American yards will be delivering by Jan. 1, and more will be launched during the first half of next year. The fact that gallant British seamen have shown that submarines sometimes can effectively fight submarines has speeded up America's submarine programme.

Now as to crews. The American draft pertained especially to the military service, but permitted application for admission to the Navy or Marine Corps. The result was unexpected. Before June 25 such applications had passed 500,000.

"WITH FEELINGS OF PROFOUND ADMIRATION": THE KING AT THE FRONT.

OFFICIAL PHOTOGRAPHS.



"EVERYWHERE HIS MAJESTY WAS CHEERED": TROOPS BEHIND A HEDGE GREETING THE KING'S CAR ON A FRENCH ROAD.



EVIDENTLY WITH GOOD CAUSE FOR SATISFACTION: THE KING NOTING THE BRITISH LINE SHOWN ON A MAP.



THE KING'S RECENT VISIT TO THE BRITISH FRONT: HIS MAJESTY INSPECTING TRENCHES, ACCOMPANIED BY OFFICERS.



WITH THE FRENCH PRESIDENT AND FOLLOWED BY SIR DOUGLAS HAIG: THE KING AND M. POINCARÉ INSPECTING A GUARD OF HONOUR.



A FAMOUS GENERAL HONOURED: THE KING INVESTING SIR HERBERT PLUMER WITH THE G.C.B.



THE KING AT THE FORESTRY SCHOOLS: A TRIP ON A LIGHT RAILWAY.



THE V.C. FOR A HEROIC CHAPLAIN: THE KING DECORATING THE REV. T. B. HARDY.

After his recent nine-days' visit to the Front, during which the great British attack east of Amiens took place, the King said in his letter to Sir Douglas Haig: "I return home with feelings of profound admiration of our armies, convinced that, in union with those of the Allied nations, we shall, with God's help, secure a victorious peace." King George arrived in France on August 5. As Reuter's correspondent says: "Everywhere his Majesty was cheered alike by troops and civilians, hurrahing crowds springing from the

countryside." On the 7th he visited the forestry schools, where he was met by General Lovat Fraser, and the same day he met President Poincaré at a luncheon given by Sir Douglas Haig. The King also inspected many branches of the British forces, as well as some American troops. More than once he was under shell-fire. Among other decorations, he bestowed the G.C.B. on Sir Herbert Plumer, and the V.C. on the heroic chaplain, the Rev. T. B. Hardy, who, though over 53, has shown wonderful courage and endurance.



ON ONE OF BRITAIN'S MANY FRONTS: A HOWITZER BATTERY CROSSING A FLOODED MOUNTAIN ROAD ON THE PIAVE.

Although public interest has been latterly concentrated upon the West, it must not be forgotten that British troops are taking a gallant share in the war on many fronts, in different parts of the world. Here, for example, a battery of our heavy howitzers is shown making a perilous crossing through a typical flood on a mountain road in the Piave region during a storm. In the foreground on the left are the tops of the posts marking the roadside, and a man has been stationed by one of them to warn the drivers of hidden obstacles. Each gun is drawn by eight horses, and strapped on each animal may be seen its gas-mask. These mountain roads become suddenly flooded in a remarkably short time, often less than an hour. The water rises 20 ft. or more, and, sweeping over the roads and tree-trunks, will, in many cases, destroy the guide-posts, strongly built as they are of granite and iron. Equally quickly the water will subside.

DRAWN BY R. CATON WOODVILLE FROM MATERIAL SUPPLIED BY AN EYE-WITNESS. COPYRIGHTED IN THE UNITED STATES AND CANADA.

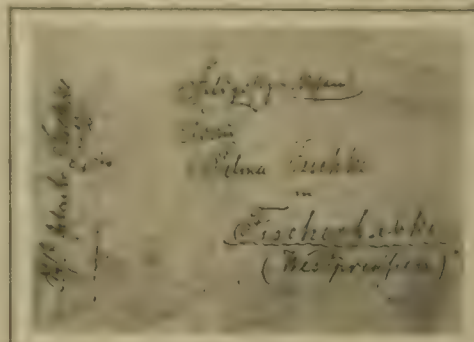
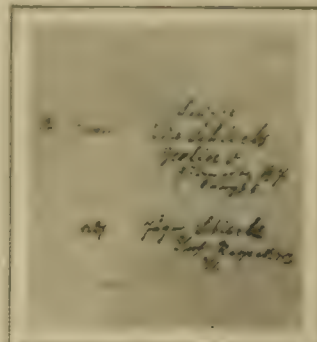
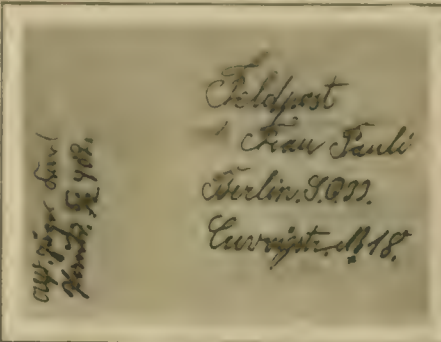
"WHAT THE GERMAN WAS IN BELGIUM HE IS STILL":

PILLAGE AND POLLUTION AT CHATEAU-THIERRY.

PHOTOGRAPHS.



1 and 2—"THESE HOUSES WERE MAGNIFICENTLY AND TASTEFULLY FURNISHED. . . IN THEM TO-DAY THERE IS NOTHING THAT HAS NOT BEEN DESTROYED": A VILLA IN THE RUE SAINT MARTIN AND A CORNER IN ITS SALON.



3, 6, and 7. CONVICTED OF LOOTING BY THEIR OWN HANDWRITING: ADDRESSES FIXED TO BOXES OF STOLEN GOODS WHICH GERMAN SOLDIERS WERE GOING TO SEND TO THEIR WIVES AT HOME



10 and 11. "ALL DRAWERS AND CUPBOARDS WERE RANSACKED AND THEIR CONTENTS RIPPED UP, BURNED, OR FOULLY SOILED": A HOUSE IN THE RUE D'ESSOMES AND ITS KITCHEN PILED WITH CLOTHING.



3 and 4—"THE LEATHER AND OTHER CHAIR-COVERINGS HAVE BEEN RIPPED FROM THEIR FRAMES": THE DINING-ROOM AND FRONT OF A HOUSE IN THE RUE D'ESSOMES.



8 and 9. "THE TAPESTRIES HAVE BEEN HACKED TO PIECES, THE PICTURES SLIT FROM CORNER TO CORNER": INSTANCES OF THE MEAN SPITE OF THE GERMANS



12 and 13. "THE BESTIAL FASHION IN WHICH BEDS AND ROOMS HAVE BEEN DEFILED IS DIFFICULT OF DESCRIPTION": A HOUSE IN THE RUE ST. MARTIN AND A BEDROOM IN IT.

Before evacuating Chateau-Thierry the Germans smashed, ransacked, and polluted the houses in their own inimitable style. A Renter correspondent with the American Army, from whose account the state of the town the above contents are quoted, concludes by saying: "So far one can describe things as they are, but the bestial fashion in which beds and rooms have been defiled is difficult or impossible even by one man to private to another. It would seem to be the work of inhuman fiends. It is impossible to think of men with any sense."

According to the town, of one thing was there no doubt: the Germans had been able to describe themselves to their own people as a people of honor and courage. One only possibility is that a great deal of the German war in Belgium has been done. It has been done, and the town has been completely destroyed. The writer attributes part of the shameful destruction perpetrated at Chateau-Thierry to German officers. It was done, he says, at the eleventh hour, just before the enemy abandoned the town.

SCIENCE JOTTINGS



POSTAGE GUARANTEED BY THE POST OFFICE

"civilised" will be the first to realise the way of salvation? At present "mere science" is dependent on the good Samaritan for such succour as may come its way.

W. P. DUFFELL.

PRESERVING A RENAISSANCE MASTERPIECE: FAMOUS DOORS REMOVED.

PHOTOGRAPH BY THE FRENCH SERVICE DES RECHERCHES ET EVACUATIONS DES ŒUVRES D'ART DU FRONT NOU.



THE REMOVAL FROM THE WAR-ZONE OF A HISTORIC EXAMPLE OF FRENCH ECCLESIASTICAL ART: TAKING DOWN THE SIXTEENTH-CENTURY CARVED DOORS OF ST. VULFRAN, ABBEVILLE.

The French authorities have taken every possible precaution to preserve national monuments from the hazards of war, a special department having been established for the purpose, called the Service des Recherches et Evacuations des Œuvres d'Art du Front Nord. One of the most notable of its recent operations was the removal, here illustrated, of the old carved doors of the church of St. Vulfran at Abbeville, which date from 1550. The church itself, a Gothic building of the fifteenth and sixteenth centuries, was completed

in the seventeenth century on a smaller scale than at first. The sculptures on the great doors represent the chief events in the life of the Virgin Mary, together with figures of the Apostles St. Peter and St. Paul, and the four Evangelists. The doors were taken down by means of a crane and pulleys, and removed to a place of safety on platform wagons weighing five tons apiece. The apertures left were then filled in with boarding, in which is a temporary door, as shown in a photograph on our "Science" page.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY BIRKETT, LAFAYETTE VANDYKE, SPORT AND GENERAL SOAME, ELLIOTT AND FRY, RUSSELL AND SONS.



LIEUT. WELINKAR,
An officer of the Royal Air Force. Has been officially reported as having been killed while on active service in France.



LIEUT. D. O'ROURKE,
Royal Garrison Artillery. Son of Mr. Ambrose H. O'Rourke, of Craigavad, Co. Down, Ireland. Killed in action.



LIEUT. FREDERICK CHARLES SMITH,
Royal Air Force. Son of Mr. and Mrs. C. A. Smith, Shepherd's Bush, W. Killed in an aerial fight.



2ND LIEUT. G. COWIE,
Royal Air Force. Reported killed as the result of an air collision over the enemy lines. Was in the School XV. at Rugby.



LIEUTENANT KENNETH GORDON GARNETT, M.C.,
Royal Field Artillery. Has been officially reported as having died of wounds.



MAJOR C. E. BRISLEY,
Royal Air Force. Was a Cambridge "Soccer" Blue, an A.F.A. International, and played for the Corinthians. He was killed while flying.



LIEUT.-COL. A. L. WREN-FORD
Worcester Regiment. Son of Mr. William Leonard Wrenford, barrister-at-law, Inner Temple, and Fleet.



MAJOR F. VYVYAN MILBOURNE JACKSON,
Royal Field Artillery. Major Jackson has been officially reported as having been killed recently on active service.



MAJOR CLAUD FITZROY CLARKE,
Deccan Horse, Indian Cavalry. Major Claud Fitzroy Clarke is reported as having died of an illness which he contracted while on active service.



MAJOR J. H. JERWOOD, M.C.,
Durham Light Infantry. Son of Canon and Mrs. T. F. Jerwood, of Little Bowden Rectory, Market Harborough. Twice previously wounded; once invalided home.



LIEUT. J. P. BIBBY,
Grenadier Guards. Youngest son of Mr. and Mrs. Herbert K. Bibby, of Hyde Park Street, W. Lieutenant Bibby has been killed in action recently.

LIEUT. JOHN F. RAYMOND KITCHIN,
Royal Air Force. Son of the late Mr. Clifford Kitchin, and of Mrs. Kitchin, of Boar's Hill, Oxford. Killed on active service. Aged 19.

MAJOR BENNETT-GOLDNEY, M.P.,
Assistant Military Attaché at the British Embassy, Paris. Was appointed to the General Staff early in the War.



LIEUT. CHARLES F. GRIFFITH HOLLIS, M.C.,
East Kent Regiment (The Buffs). Eldest son of Mr. and Mrs. Hollis, of West Byfleet, Surrey.



CAPT. A. J. ROSS, R.I.R. Was previously reported missing, and has now been officially reported as having been killed on active service.



MR. D. W. JENNINGS,
The well-known Kentish batsman. Mr. Jennings recently died in hospital as the result of shell-shock and gas. He was thirty-two years old.



LIEUT. A. HAMILTON FITZMAURICE,
Royal Air Force. Second son of Major D. C. M. Fitzmaurice, Lincolshire Fusiliers. Officially reported killed.



2ND LIEUT. A. LESLIE ASHTON,
Eldest son of Mr. Alexander Ashton, Puns and Light-houses Administration, Port Said. Killed in action.



(Speaker has just been welcomed home.)

“You haven’t changed a bit!”

“It’s three whole years since I’ve seen you, and to look at you it might only be yesterday! The same delightful way of doing your hair; the same dear old Aberdeen; the same box of Kenilworths”

“Yes, I haven’t forgotten how fond you used to be of a good cigarette.”

“And Kenilworths are the very

best. They’re one of the good things that the War has left untouched.”

Kenilworth Cigarettes are made of mellow golden Virginia leaf yielding a fascinating aroma. They will compare favourably with any Virginia Cigarettes you can obtain, no matter how high the price. Yet Kenilworths only cost 1/4 for 20, 3/3 for 50, 6/6 for 100

FOR THE FRONT.—We will post Kenilworth Cigarettes to Soldiers at the Front specially packed in airtight tins of 50 at 2/6 per 100, duty free. Postage 1/- for 200 to 300; 1/4 up to 900. **Minimum order 200.** Order through your Tobacconist or send remittance direct to us. Postal Address:—14, Lord Nelson Street, Liverpool.

Kenilworth Cigarettes

COPE BROS. & CO., LTD.,

LIVERPOOL AND LONDON.

Manufacturers of High-class Cigarettes.

LADIES' PAGE

AFTER long consideration, the Law Officers of the Crown have reported that, in their opinion, women have not become qualified to sit as Members of Parliament under the new enfranchising Act. Of course, the opinion of these high functionaries is not final; it has not even the force of a Judge's decision; but, on the other hand, their authority is very great, and they are understood to be impartial. Quite a number of ladies had already been invited to be candidates at the next election. One of the most suitable of such candidatures would have been that of a graduate of a Scotch University, who was asked to offer herself as a candidate for a University seat. As men and women are now admitted by the Scotch Universities as students and graduates on equal terms (and, indeed, in the elementary schools of Scotland for many generations past the laddies and lassies have been educated not merely equally, but actually together in mixed schools), it would be specially suitable for those Universities to have a woman representative; such an election would be but adding a new storey to an edifice already well built up.

It would be interesting if the Law Officers of the Crown would set forth the grounds on which they have arrived at the conclusion that women are not eligible legally, quite apart from the new Act, to stand for Parliament. For it is quite certain that in the National Councils occasionally called together in Saxon times, from which Parliamentary institutions directly developed, the Abbesses of the great religious foundations were summoned to attend, and did deliberate and vote and sign decrees in person. Proofs exist in the sixth century, and onward as late as the reign of Henry the Third. The object of those assemblies was mainly to obtain supplies of money for national purposes, and the Abbesses were the heads of wealthy communities. Since Parliament was regularly constituted, however, no women have sat in the House of Commons, though several have had the sole power of returning a Member, who was thus practically a woman's proxy. As regards the Upper House, when heiresses of great families became Peeresses in their own right, it is quite established that their husbands were absolutely entitled to sit and vote as the Peeresses' proxies in the House of Lords, and they bore the wives' titles, just as a Peer's wife now takes his title. All this, however, may possibly not be considered as giving an adequate precedent for women being elected and sitting as Members of the House of Commons in the twentieth century. More effective, perhaps, may be considered Mr. Gladstone's argument. He maintained that to give women votes "involves as a fair and rational, and therefore



A PICTURESQUE DINNER-CROWN.

This dinner-gown is made of shell-pink Georgette, which has the inevitable touch of yellow about it—this time of the palest tint—in the saash.

morally necessary, consequence, their sitting in the House of Commons. For a long time," he said, "we drew a distinction between competency to vote and competency to sit in Parliament. But this distinction was felt to involve a palpable inconsistency, and therefore it died away. It surely cannot be revived; so then, the woman's vote carries with it, whether by the same Bill or by a consequential Bill, the woman's seat in Parliament." So thought Mr. Gladstone; and we may be sure the "consequential Bill" that he foresaw will not be long delayed.

At the same time, it may be mentioned, for the comfort of the timid, that women voters elsewhere have shown no great anxiety to obtain for themselves, or to help other women to attain to, seats in representative assemblies. A clever and pretty woman, Miss Goldstein, stood several times without success for the Australian Parliament. In the United States, though Wyoming enfranchised its women fifty years ago, and a number of other States successively followed suit, there has never been but one woman elected to the United States Congress, and that was quite recently; she was there to give one of the few votes cast against America's entry into the war, and she so voted with an appropriate burst of tears, for she knew that she was following the dictates of her artificial, cultivated conscience in opposition to the more reliable orders of her deeper, subliminal, inward sense of rightful conduct. Even to the various State legislatures, only a very few women have ever been returned.

Complaints are being raised against the unnecessary amount of stuff still being used in making our dresses. It is not an unbounded complaint, and in view of the shortage of materials, especially woollen stuffs, it behoves us all to insist on the plainest and simplest designs, using a minimum of material.

Now that glycerine is practically unobtainable, being required for munitions, women with a care for their complexions are relying more and more on Beetham's La-rola, which has similar properties as applied to the skin, and it is not surprising that the demand for it is increasing enormously. It removes the effects of sunburn and exposure to the weather, and softens that irritation of the skin which so frequently causes discomfort at this time of year. Unlike most articles in these days, the price of La-rola has not risen exorbitantly, for it can be obtained easily from chemists and stores at 1s. 1½d. per bottle. Where a touch of colour is required, as for faces unduly pale through hard work, such an effect can be imparted naturally and safely by means of the La-rola Rose-Bloom, "one shilling the box," also made by the noted Cheltenham firm.

FLORENA.

"Ensign" Photography

means picture-making with British Made apparatus and materials throughout.

"ENSIGN" ROLL FILMS will fit any Roll Film Camera and give the finest results.
Made by Austin Edwards Ltd, Warwick.

"ENSIGN" CAMERAS are made for use with films or plates in all sizes from Vest-Pocket to Post-Card. Prices from 10/- upwards.

Sold by all Photographic Dealers.

HOUGHTONS LTD Manufacturers of Cameras 88-89 HIGH HOLBORN W.C.1



The March of the Cameron Pen

The Cameron Safety Self-Filler has taken its place in the front rank of Fountain Pens. It is the pen that leads.

No pen is so convenient—when empty just put in any ink-bottle and press the bars. No filler to find, no special ink-bottle to search for.

There is a nib to suit every individual style.

Cameron Safety Self Fillers

WITH WAVERLEY, HINDOO,
"J." BANKERS or NORMAL
NIB, 15/-

WITH ROLLED GOLD STRENGTHENING
BANDS—ONE GUINEA
WITH 9CT. GOLD BANDS TWO GUINEAS

Illustrated List from your Stationer or

MACNIVEN & CAMERON LTD.
CAMERON HOUSE
26-28 ST. BRIDE STREET, LONDON E.C. 4

"They come as a boon and a blessing to
The Fugitive, the Girl and the Wanderer"

MILITARY OUTFITTERS TO THE ALLIES

GAMAGES

Everything for Service can be purchased here
with a distinct advantage in Quality and Value.



THE "MARNE" TRENCH COAT

Special Value in Detachable
Fleece Lined Trench Coats.

Best Quality. Perfect Fitting.
Waterproof and Windproof.

The coat is made from a specially prepared Fabric scientifically treated by an entirely new process. Rainproof to a degree hitherto unattainable, smartly cut and well tailored. Light in weight, but warm and comfortable.

Price **£6-10-0** Post Free U.K.

All sizes in stock.

We have supplied some thousands of Officers with Trench Coats for use in England and Overseas.

U.S.A. FORCES.
Quotations for Uniforms
and Military Supplies on
application.

CATALOGUE OF ALL
MILITARY SUPPLIES
POST FREE.

WOUNDED OFFICERS.
We are always pleased to send
a representative to any London
Hospital to take instructions
for New Kit.

HOLBORN, LONDON, E.C. 1.

Lotus

TWO qualities of boots and shoes are made by Lotus Ltd: Lotus is the name of the first quality, Delta that of the second.

The difference in price is only a few shillings a pair, caused principally by the finer leather carefully selected for Lotus.

Delta, like Lotus, are reliable and comfortable shoes, so much so that many men

and women, who always preferred Lotus in pre-war days, are now wearing Delta. Delta is in better supply than Lotus.

Over twelve hundred shops sell these boots and shoes, indeed in every town in the United Kingdom there is at least one, in many towns there are two or more, of these shops.

Lotus Ltd, Stafford
Makers of Lotus and Delta Shoes
City Telephone
London Wall
6989



Delta

890—21/-

Price branded on
the sole by the
makers

Your Baby's Smile



WHEN, for the first time, your Baby cuddled up in your arms and smiled, it was little short of Heaven itself that opened in your heart—and from that moment, something more was added to your mother-happiness; you knew your little one was content and happy too. A happy baby makes a happy mother, but neither you nor your baby can be fully happy unless his food is right. That is why you will always nurse him yourself if you can—you know breast milk is the best for your

darling. But if you cannot nurse baby yourself—try Glaxo first. Glaxo is next best to Mother's milk because it is pure, fresh cow's milk, made germ-free by the Glaxo process which transforms the abundant life-giving elements into a form as suitable for easy assimilation by Baby as is Mother's milk itself. And Glaxo has one other great point in these days of hurry and strife—it is easy to prepare. Just add boiling water—that is all you have to do. Could anything be simpler?

Glaxo

Glaxo can be bought of Chemists everywhere, and is the property of Joseph Nathan & Co., Ltd., London and New Zealand.

The Food that

Builds Bonnie Babies.

If you would like a present of a 96-page Book all about your Baby, please send your name and address to Glaxo (Dept. 23), 155, Great Portland Street, London, W. 1.

DANCING AS A NATIONAL ART.

BY F. R. OSBORN.

MOST of the Puritan, and a good deal of the artist, has been smothered out of us since the war began. The parti-coloured garments of what the intelligent foreigner called our national hypocrisy have been doffed, and we now walk abroad unabashed

to the brave sounds blown out of a mouth-organ, and the leaping of a crutch on the parapet. It was very like the pipe-and-tabor music of the merry old medieval days. They danced merrily in the blue-and-silver dusk, under the crossed swords of the searchlights. Their lusty merriment was that of the night of stars and kisses when news of Poitiers came to little white-walled London in her far-gleaming water-meadows.

It was wantonness—but the cleanly, open-air wantonness of Herrick's silvern lyric. You saw English souls naked, not nude. Heaven be praised we are back again in the Merrie England, lost for four centuries at least, where the common folk could divert themselves without fear of the freezing eye of middle-class propriety. Surely we shall now have a national ballet in English idiom, in which the Morris step—still instinctively practised by little children in their singing-games—

will be one letter in the alphabet of rhythmic action, and the fine sword-dances still rehearsed in the North of England employed as soul-stirring episodes. I am in high hopes that all this shall come to pass when Johnny comes marching home again, and his Jill—now working on the land—comes back to town with her eyes full of the dew of falling star-light, and soft tanned cheeks.

The return of the Russian dancers will help us to understand what a national art of the ballet might mean for us. In Russia, and in Russia only, was the art of the male dancer retained

as a not unmanly thing when it had died out in other countries—most completely in England, where, in consequence, the ballet became a meaningless jumble of lady-kicks and tripperies and silly scenic stunts.

In Russia, it is true, the Italian tradition of technique was maintained by the official artists of the Imperial Ballet. But even in the state theatres *plastique* and *mime* were accepted as vital elements, and strength and breadth and a sense of far psychological horizons (*prosty* in Russian) lived on in the ballet because men as well as women took part in it.

The Russian dancers we saw, and those we shall presently see, are revolutionaries in art. Pavlova and Mordkin, Nijinsky and Karsavina, and the rest, escaping from official limitations, made the ballet a swift epitome of all the arts.



WITH THE AMERICAN FORCE IN ITALY: THE ARRIVAL OF A TRAIN OF "DOUGH-BOYS" AT MILAN.—[Photograph by Topical.]

in the spiritual altogether. Dancing, to take one out of many happy results of this new sincerity, has once more become a form of frank-and-free self-expression—a manifestation of the joyous rhythm in the bright blood of our young men as well as our maidens. The Kensington Gore style of waltzing, which I remember only too well as an arid and absurd kind of self-suppression, a walking algebra of propriety, seems to belong to a former geological age. We may now confidently look forward to getting what we have not had since Erasmus rejoiced in the joyous amenities of our ringing, singing island—a national art of dancing.

These reflections occurred to me the other evening when I stopped on Waterloo Bridge (thereby losing my train) to watch Tommies and tom-girls footing



WITH THE AMERICAN FORCE IN ITALY: "DOUGH-BOYS" GIVEN SOUVENIRS AT MILAN.—[Photograph by Topical.]

We must do the same, without otherwise imitating them. And, above all, lest the new art again degenerate into a mere accomplishment, we must train up our own male dancers.

PATRONIZED BY ROYALTY.
RECOMMENDED BY THE MEDICAL PROFESSION.

The All-British
ADAIR GANESH
PREPARATIONS
92, NEW BOND ST., LONDON, W.
*Phone—GERRARD 3782
5, RUE CAMBON, PARIS; 557, FIFTH AVENUE, NEW YORK.

Patent Ganesh Chin Strap removes double chins, restores lost contours, and takes away lines running from nose to mouth, 21/6 and 25/6.

Ganesh Eastern Oil is the best skin food and muscle producer in the world. Will of itself remove lines, fill out hollows, and give back life and elasticity to the skin, 5/6, 12/6, 35/6.

Ganesh Diabie Skin Tonic closes the pores, strengthens and whitens the skin, and enables it to withstand change of temperature. Also a splendid wash for the eyes, 5/6, 7/6, 10/6, 21/6, 57/6.

Ganesh Eastern Lily Lotion, made in three colours, is a liquid powder, perfectly safe, and a great skin beautifier, 5/6, 9/6, 12/6.

Ganesh Eastern Cream keeps the skin soft and fine, contains a little of the Oil, and is made up to suit all skins, 3/6, 6/6, 12/6.

ADVICE GRATIS. WRITE FOR FREE BOOK.

For every boot and every shoe there is a Paton Lace. And by purchasing

PATON'S
BOOT & SHOE
LACES

you guard against the annoyance of continually breaking laces. Paton's Laces are quality laces, made of hundreds of mercerised threads so as to give long service. They never become shabby as the dyes are fast—so are the tags.

ALL BRITISH.
Boot Laces for Ladies and Gentlemen, 3d. & 4d. per pair.
Shoe Laces (flat or tubular) 6d., 8d., 1s. 6d., 2s. 6d., 3s. 6d., 4s. 6d., 5s. 6d., 6s. 6d., 7s. 6d., 8s. 6d., 9s. 6d., 10s. 6d., 11s. 6d., 12s. 6d., 13s. 6d., 14s. 6d., 15s. 6d., 16s. 6d., 17s. 6d., 18s. 6d., 19s. 6d., 20s. 6d., 21s. 6d., 22s. 6d., 23s. 6d., 24s. 6d., 25s. 6d., 26s. 6d., 27s. 6d., 28s. 6d., 29s. 6d., 30s. 6d., 31s. 6d., 32s. 6d., 33s. 6d., 34s. 6d., 35s. 6d., 36s. 6d., 37s. 6d., 38s. 6d., 39s. 6d., 40s. 6d., 41s. 6d., 42s. 6d., 43s. 6d., 44s. 6d., 45s. 6d., 46s. 6d., 47s. 6d., 48s. 6d., 49s. 6d., 50s. 6d., 51s. 6d., 52s. 6d., 53s. 6d., 54s. 6d., 55s. 6d., 56s. 6d., 57s. 6d., 58s. 6d., 59s. 6d., 60s. 6d., 61s. 6d., 62s. 6d., 63s. 6d., 64s. 6d., 65s. 6d., 66s. 6d., 67s. 6d., 68s. 6d., 69s. 6d., 70s. 6d., 71s. 6d., 72s. 6d., 73s. 6d., 74s. 6d., 75s. 6d., 76s. 6d., 77s. 6d., 78s. 6d., 79s. 6d., 80s. 6d., 81s. 6d., 82s. 6d., 83s. 6d., 84s. 6d., 85s. 6d., 86s. 6d., 87s. 6d., 88s. 6d., 89s. 6d., 90s. 6d., 91s. 6d., 92s. 6d., 93s. 6d., 94s. 6d., 95s. 6d., 96s. 6d., 97s. 6d., 98s. 6d., 99s. 6d., 100s. 6d., 101s. 6d., 102s. 6d., 103s. 6d., 104s. 6d., 105s. 6d., 106s. 6d., 107s. 6d., 108s. 6d., 109s. 6d., 110s. 6d., 111s. 6d., 112s. 6d., 113s. 6d., 114s. 6d., 115s. 6d., 116s. 6d., 117s. 6d., 118s. 6d., 119s. 6d., 120s. 6d., 121s. 6d., 122s. 6d., 123s. 6d., 124s. 6d., 125s. 6d., 126s. 6d., 127s. 6d., 128s. 6d., 129s. 6d., 130s. 6d., 131s. 6d., 132s. 6d., 133s. 6d., 134s. 6d., 135s. 6d., 136s. 6d., 137s. 6d., 138s. 6d., 139s. 6d., 140s. 6d., 141s. 6d., 142s. 6d., 143s. 6d., 144s. 6d., 145s. 6d., 146s. 6d., 147s. 6d., 148s. 6d., 149s. 6d., 150s. 6d., 151s. 6d., 152s. 6d., 153s. 6d., 154s. 6d., 155s. 6d., 156s. 6d., 157s. 6d., 158s. 6d., 159s. 6d., 160s. 6d., 161s. 6d., 162s. 6d., 163s. 6d., 164s. 6d., 165s. 6d., 166s. 6d., 167s. 6d., 168s. 6d., 169s. 6d., 170s. 6d., 171s. 6d., 172s. 6d., 173s. 6d., 174s. 6d., 175s. 6d., 176s. 6d., 177s. 6d., 178s. 6d., 179s. 6d., 180s. 6d., 181s. 6d., 182s. 6d., 183s. 6d., 184s. 6d., 185s. 6d., 186s. 6d., 187s. 6d., 188s. 6d., 189s. 6d., 190s. 6d., 191s. 6d., 192s. 6d., 193s. 6d., 194s. 6d., 195s. 6d., 196s. 6d., 197s. 6d., 198s. 6d., 199s. 6d., 200s. 6d., 201s. 6d., 202s. 6d., 203s. 6d., 204s. 6d., 205s. 6d., 206s. 6d., 207s. 6d., 208s. 6d., 209s. 6d., 210s. 6d., 211s. 6d., 212s. 6d., 213s. 6d., 214s. 6d., 215s. 6d., 216s. 6d., 217s. 6d., 218s. 6d., 219s. 6d., 220s. 6d., 221s. 6d., 222s. 6d., 223s. 6d., 224s. 6d., 225s. 6d., 226s. 6d., 227s. 6d., 228s. 6d., 229s. 6d., 230s. 6d., 231s. 6d., 232s. 6d., 233s. 6d., 234s. 6d., 235s. 6d., 236s. 6d., 237s. 6d., 238s. 6d., 239s. 6d., 240s. 6d., 241s. 6d., 242s. 6d., 243s. 6d., 244s. 6d., 245s. 6d., 246s. 6d., 247s. 6d., 248s. 6d., 249s. 6d., 250s. 6d., 251s. 6d., 252s. 6d., 253s. 6d., 254s. 6d., 255s. 6d., 256s. 6d., 257s. 6d., 258s. 6d., 259s. 6d., 260s. 6d., 261s. 6d., 262s. 6d., 263s. 6d., 264s. 6d., 265s. 6d., 266s. 6d., 267s. 6d., 268s. 6d., 269s. 6d., 270s. 6d., 271s. 6d., 272s. 6d., 273s. 6d., 274s. 6d., 275s. 6d., 276s. 6d., 277s. 6d., 278s. 6d., 279s. 6d., 280s. 6d., 281s. 6d., 282s. 6d., 283s. 6d., 284s. 6d., 285s. 6d., 286s. 6d., 287s. 6d., 288s. 6d., 289s. 6d., 290s. 6d., 291s. 6d., 292s. 6d., 293s. 6d., 294s. 6d., 295s. 6d., 296s. 6d., 297s. 6d., 298s. 6d., 299s. 6d., 300s. 6d., 301s. 6d., 302s. 6d., 303s. 6d., 304s. 6d., 305s. 6d., 306s. 6d., 307s. 6d., 308s. 6d., 309s. 6d., 310s. 6d., 311s. 6d., 312s. 6d., 313s. 6d., 314s. 6d., 315s. 6d., 316s. 6d., 317s. 6d., 318s. 6d., 319s. 6d., 320s. 6d., 321s. 6d., 322s. 6d., 323s. 6d., 324s. 6d., 325s. 6d., 326s. 6d., 327s. 6d., 328s. 6d., 329s. 6d., 330s. 6d., 331s. 6d., 332s. 6d., 333s. 6d., 334s. 6d., 335s. 6d., 336s. 6d., 337s. 6d., 338s. 6d., 339s. 6d., 340s. 6d., 341s. 6d., 342s. 6d., 343s. 6d., 344s. 6d., 345s. 6d., 346s. 6d., 347s. 6d., 348s. 6d., 349s. 6d., 350s. 6d., 351s. 6d., 352s. 6d., 353s. 6d., 354s. 6d., 355s. 6d., 356s. 6d., 357s. 6d., 358s. 6d., 359s. 6d., 360s. 6d., 361s. 6d., 362s. 6d., 363s. 6d., 364s. 6d., 365s. 6d., 366s. 6d., 367s. 6d., 368s. 6d., 369s. 6d., 370s. 6d., 371s. 6d., 372s. 6d., 373s. 6d., 374s. 6d., 375s. 6d., 376s. 6d., 377s. 6d., 378s. 6d., 379s. 6d., 380s. 6d., 381s. 6d., 382s. 6d., 383s. 6d., 384s. 6d., 385s. 6d., 386s. 6d., 387s. 6d., 388s. 6d., 389s. 6d., 390s. 6d., 391s. 6d., 392s. 6d., 393s. 6d., 394s. 6d., 395s. 6d., 396s. 6d., 397s. 6d., 398s. 6d., 399s. 6d., 400s. 6d., 401s. 6d., 402s. 6d., 403s. 6d., 404s. 6d., 405s. 6d., 406s. 6d., 407s. 6d., 408s. 6d., 409s. 6d., 410s. 6d., 411s. 6d., 412s. 6d., 413s. 6d., 414s. 6d., 415s. 6d., 416s. 6d., 417s. 6d., 418s. 6d., 419s. 6d., 420s. 6d., 421s. 6d., 422s. 6d., 423s. 6d., 424s. 6d., 425s. 6d., 426s. 6d., 427s. 6d., 428s. 6d., 429s. 6d., 430s. 6d., 431s. 6d., 432s. 6d., 433s. 6d., 434s. 6d., 435s. 6d., 436s. 6d., 437s. 6d., 438s. 6d., 439s. 6d., 440s. 6d., 441s. 6d., 442s. 6d., 443s. 6d., 444s. 6d., 445s. 6d., 446s. 6d., 447s. 6d., 448s. 6d., 449s. 6d., 450s. 6d., 451s. 6d., 452s. 6d., 453s. 6d., 454s. 6d., 455s. 6d., 456s. 6d., 457s. 6d., 458s. 6d., 459s. 6d., 460s. 6d., 461s. 6d., 462s. 6d., 463s. 6d., 464s. 6d., 465s. 6d., 466s. 6d., 467s. 6d., 468s. 6d., 469s. 6d., 470s. 6d., 471s. 6d., 472s. 6d., 473s. 6d., 474s. 6d., 475s. 6d., 476s. 6d., 477s. 6d., 478s. 6d., 479s. 6d., 480s. 6d., 481s. 6d., 482s. 6d., 483s. 6d., 484s. 6d., 485s. 6d., 486s. 6d., 487s. 6d., 488s. 6d., 489s. 6d., 490s. 6d., 491s. 6d., 492s. 6d., 493s. 6d., 494s. 6d., 495s. 6d., 496s. 6d., 497s. 6d., 498s. 6d., 499s. 6d., 500s. 6d., 501s. 6d., 502s. 6d., 503s. 6d., 504s. 6d., 505s. 6d., 506s. 6d., 507s. 6d., 508s. 6d., 509s. 6d., 510s. 6d., 511s. 6d., 512s. 6d., 513s. 6d., 514s. 6d., 515s. 6d., 516s. 6d., 517s. 6d., 518s. 6d., 519s. 6d., 520s. 6d., 521s. 6d., 522s. 6d., 523s. 6d., 524s. 6d., 525s. 6d., 526s. 6d., 527s. 6d., 528s. 6d., 529s. 6d., 530s. 6d., 531s. 6d., 532s. 6d., 533s. 6d., 534s. 6d., 535s. 6d., 536s. 6d., 537s. 6d., 538s. 6d., 539s. 6d., 540s. 6d., 541s. 6d., 542s. 6d., 543s. 6d., 544s. 6d., 545s. 6d., 546s. 6d., 547s. 6d., 548s. 6d., 549s. 6d., 550s. 6d., 551s. 6d., 552s. 6d., 553s. 6d., 554s. 6d., 555s. 6d., 556s. 6d., 557s. 6d., 558s. 6d., 559s. 6d., 560s. 6d., 561s. 6d., 562s. 6d., 563s. 6d., 564s. 6d., 565s. 6d., 566s. 6d., 567s. 6d., 568s. 6d., 569s. 6d., 570s. 6d., 571s. 6d., 572s. 6d., 573s. 6d., 574s. 6d., 575s. 6d., 576s. 6d., 577s. 6d., 578s. 6d., 579s. 6d., 580s. 6d., 581s. 6d., 582s. 6d., 583s. 6d., 584s. 6d., 585s. 6d., 586s. 6d., 587s. 6d., 588s. 6d., 589s. 6d., 590s. 6d., 591s. 6d., 592s. 6d., 593s. 6d., 594s. 6d., 595s. 6d., 596s. 6d., 597s. 6d., 598s. 6d., 599s. 6d., 600s. 6d., 601s. 6d., 602s. 6d., 603s. 6d., 604s. 6d., 605s. 6d., 606s. 6d., 607s. 6d., 608s. 6d., 609s. 6d., 610s. 6d., 611s. 6d., 612s. 6d., 613s. 6d., 614s. 6d., 615s. 6d., 616s. 6d., 617s. 6d., 618s. 6d., 619s. 6d., 620s. 6d., 621s. 6d., 622s. 6d., 623s. 6d., 624s. 6d., 625s. 6d., 626s. 6d., 627s. 6d., 628s. 6d., 629s. 6d., 630s. 6d., 631s. 6d., 632s. 6d., 633s. 6d., 634s. 6d., 635s. 6d., 636s. 6d., 637s. 6d., 638s. 6d., 639s. 6d., 640s. 6d., 641s. 6d., 642s. 6d., 643s. 6d., 644s. 6d., 645s. 6d., 646s. 6d., 647s. 6d., 648s. 6d., 649s. 6d., 650s. 6d., 651s. 6d., 652s. 6d., 653s. 6d., 654s. 6d., 655s. 6d., 656s. 6d., 657s. 6d., 658s. 6d., 659s. 6d., 660s. 6d., 661s. 6d., 662s. 6d., 663s. 6d., 664s. 6d., 665s. 6d., 666s. 6d., 667s. 6d., 668s. 6d., 669s. 6d., 670s. 6d., 671s. 6d., 672s. 6d., 673s. 6d., 674s. 6d., 675s. 6d., 676s. 6d., 677s. 6d., 678s. 6d., 679s. 6d., 680s. 6d., 681s. 6d., 682s. 6d., 683s. 6d., 684s. 6d., 685s. 6d., 686s. 6d., 687s. 6d., 688s. 6d., 689s. 6d., 690s. 6d., 691s. 6d., 692s. 6d., 693s. 6d., 694s. 6d., 695s. 6d., 696s. 6d., 697s. 6d., 698s. 6d., 699s. 6d., 700s. 6d., 701s. 6d., 702s. 6d., 703s. 6d., 704s. 6d., 705s. 6d., 706s. 6d., 707s. 6d., 708s. 6d., 709s. 6d., 710s. 6d., 711s. 6d., 712s. 6d., 713s. 6d., 714s. 6d., 715s. 6d., 716s. 6d., 717s. 6d., 718s. 6d., 719s. 6d., 720s. 6d., 721s. 6d., 722s. 6d., 723s. 6d., 724s. 6d., 725s. 6d., 726s. 6d., 727s. 6d., 728s. 6d., 729s. 6d., 730s. 6d., 731s. 6d., 732s. 6d., 733s. 6d., 734s. 6d., 735s. 6d., 736s. 6d., 737s. 6d., 738s. 6d., 739s. 6d., 740s. 6d., 741s. 6d., 742s. 6d., 743s. 6d., 744s. 6d., 745s. 6d., 746s. 6d., 747s. 6d., 748s. 6d., 749s. 6d., 750s. 6d., 751s. 6d., 752s. 6d., 753s. 6d., 754s. 6d., 755s. 6d., 756s. 6d., 757s. 6d., 758s. 6d., 759s. 6d., 760s. 6d., 761s. 6d., 762s. 6d., 763s. 6d., 764s. 6d., 765s. 6d., 766s. 6d., 767s. 6d., 768s. 6d., 769s. 6d., 770s. 6d., 771s. 6d., 772s. 6d., 773s. 6d., 774s. 6d., 775s. 6d., 776s. 6d., 777s. 6d., 778s. 6d., 779s. 6d., 780s. 6d., 781s. 6d., 782s. 6d., 783s. 6d., 784s. 6d., 785s. 6d., 786s. 6d., 787s. 6d., 788s. 6d., 789s. 6d., 790s. 6d., 791s. 6d., 792s. 6d., 793s. 6d., 794s. 6d., 795s. 6d., 796s. 6d., 797s. 6d., 798s. 6d., 799s. 6d., 800s. 6d., 801s. 6d., 802s. 6d., 803s. 6d., 804s. 6d., 805s. 6d., 806s. 6d., 807s. 6d., 808s. 6d., 809s. 6d., 810s. 6d., 811s. 6d., 812s. 6d., 813s. 6d., 814s. 6d., 815s. 6d., 816s. 6d., 817s. 6d., 818s. 6d., 819s. 6d., 820s. 6d., 821s. 6d., 822s. 6d., 823s. 6d., 824s. 6d., 825s. 6d., 826s. 6d., 827s. 6d., 828s. 6d., 829s. 6d., 830s. 6d., 831s. 6d., 832s. 6d., 833s. 6d., 834s. 6d., 835s. 6d., 836s. 6d., 837s. 6d., 838s. 6d., 839s. 6d., 840s. 6d., 841s. 6d., 842s. 6d., 843s. 6d., 844s. 6d., 845s. 6d., 846s. 6d., 847s. 6d., 848s. 6d., 849s. 6d., 850s. 6d., 851s. 6d., 852s. 6d., 853s. 6d., 854s. 6d., 855s. 6d., 856s. 6d., 857s. 6d., 858s. 6d., 859s. 6d., 860s. 6d., 861s. 6d., 862s. 6d., 863s. 6d., 864s. 6d., 865s. 6d., 866s. 6d., 867s. 6d., 868s. 6d., 869s. 6d., 870s. 6d., 871s. 6d., 872s. 6d., 873s. 6d., 874s. 6d., 875s. 6d., 876s. 6d., 877s. 6d., 878s. 6d., 879s. 6d., 880s. 6d., 881s. 6d., 882s. 6d., 883s. 6d., 884s. 6d., 885s. 6d., 886s. 6d., 887s. 6d., 888s. 6d., 889s. 6d., 890s. 6d., 891s. 6d., 892s. 6d., 893s. 6d., 894s. 6d., 895s. 6d., 896s. 6d., 897s. 6d., 898s. 6d., 899s. 6d., 900s. 6d., 901s. 6d., 902s. 6d., 903s. 6d., 904s. 6d., 905s. 6d., 906s. 6d., 907s. 6d., 908s. 6d., 909s. 6d., 910s. 6d., 911s. 6d., 912s. 6d., 913s. 6d., 914s. 6d., 915s. 6d., 916s. 6d., 917s. 6d., 918s. 6d., 919s. 6d., 920s. 6d., 921s. 6d., 922s. 6d., 923s. 6d., 924s. 6d., 925s. 6d., 926s. 6d., 927s. 6d., 928s. 6d., 929s. 6d., 930s. 6d., 931s. 6d., 932s. 6d., 933s. 6d., 934s. 6d., 935s. 6d., 936s. 6d., 937s. 6d., 938s. 6d., 939s. 6d., 940s. 6d., 941s. 6d., 942s. 6d., 943s. 6d., 944s. 6d., 945s. 6d., 946s. 6d., 947s. 6d., 948s. 6d., 949s. 6d., 950s. 6d., 951s. 6d., 952s. 6d., 953s. 6d., 954s. 6d., 955s. 6d., 956s. 6d., 957s. 6d., 958s. 6d., 959s. 6d., 960s. 6d., 961s. 6d., 962s. 6d., 963s. 6d., 964s. 6d., 965s. 6d., 966s. 6d., 967s. 6d., 968s. 6d., 969s. 6d., 970s. 6d., 971s. 6d., 972s. 6d., 973s. 6d., 974s. 6d., 975s. 6d., 976s. 6d., 977s. 6d., 978s. 6d., 979s. 6d., 980s. 6d., 981s. 6d., 982s. 6d., 983s. 6d., 984s. 6d., 985s. 6d., 986s. 6d., 987s. 6d., 988s. 6d., 989s. 6d., 990s. 6d., 991s. 6d., 992s. 6d., 993s. 6d., 994s. 6d., 995s. 6d., 996s. 6d., 997s. 6d., 998s. 6d., 999s. 6d., 1000s. 6d., 1001s. 6d., 1002s. 6d., 1003s. 6d., 1004s. 6d., 1005s. 6d., 1006s. 6d., 1007s. 6d., 1008s. 6d., 1009s. 6d., 1010s. 6d., 1011s. 6d., 1012s. 6d., 1013s. 6d., 1014s. 6d., 1015s. 6d., 1016s. 6d., 1017s. 6d., 1018s. 6d., 1019s. 6d., 1020s. 6d., 1021s. 6d., 1022s. 6d., 1

IDEAL SHOES

Suitable and distinctive
for present wear, are
contained in



well-assorted stocks.

The "Viceroy,"
Reg.



No smarter goods and no
better values on the Market.

The "Miranda,"
Reg.



Our own registered
brands are true guaran-
tees of Quality & Value.

To places where we have no branch,
goods will be sent by post on receipt
of order and remittance. Foreign
remittances must include cost of postage.

FREEMAN, HARDY & WILLIS LTD
LEICESTER. Over 470 Branches in ENGLAND.

Safe Investments in War-Time

Many investors have had their income substantially diminished owing to the war. Others suffer anxiety from the reduced value of their holdings. A

"STANDARD ANNUITY"

provides complete security and a high and constant return, regardless of the fluctuations of the market. It is the safest investment at the present time, and there are no investment expenses.

A man of 60 can obtain an income of £9 7s. 9d. a year for the rest of his life for every £100 invested.

Write for a free copy of the Booklet R5 on "The War and Investments," dealing with the new and specially favourable "Standard" Annuity Rates.

The STANDARD LIFE
Assurance Company. Estab. 1825

Head Office—EDINBURGH: 3, George Street.
LONDON: 83, King William Street, E.C., and 3, Pall Mall East, S.W.
DUBLIN: 59, Dawson Street.

TRY IT IN YOUR BATH

BY APPOINTMENT TO H.M. THE KING.

SCRUBB'S AMMONIA
MARVELLOUS PREPARATION

Refreshing as a Turkish Bath.
Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
Allays the Irritation caused by Mosquito Bites.
Restores the Colour to Carpets.
Cleans Plate and Jewellery.
Softens Hard Water.

Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.
SCRUBB & CO., LTD., GUILDFORD STREET, LONDON, S.E.

*Post
it to Pullars*

We pay
return
postage.

That tailor-made Cos-
tume, Golf or Sports'
Coat which has become
soiled or faded. It can
either be successfully
cleaned or dyed, and
Pullars' will advise you
which is best. Send to
any Pullar Branch or
Agent, or post direct
to—PULLARS'

Cleaners & Dyers Perth

Myers'
Silver Series

A NIB TO SUIT
YOUR HAND



ALL ADMIRE
MYERS' PENS

Smooth and Velvety, with Easy Gliding
Action. The Pens for Restful Writing.

ASSORTED SAMPLE BOX.

Post Free 7½d. from Manufacturers.

M. MYERS & SON, Ltd., Charlotte Street,
Birmingham.

Bell's
THREE
NUNS
TOBACCO

To-day, all watch and wait . . .
the watching will seem less
anxious and the waiting shorter
for the solace and distraction
which a pipe of this especially
companionable smoking mix-
ture never fails to bring . . .

"King's Head" is similar but stronger

BOTH ARE OBTAINABLE EVERYWHERE

PER 11½d oz

"THREE NUNS" CIGARETTES

MEDIUM

5½d for 10—11d for 20

Cardboard Boxes of 50 2/2½ — 100 4/3

600

THE CHRONICLE OF THE CAR.

Cars and the
Luxury Tax.

It was scarcely to be expected, especially after the informed forecasts we have had regarding the work of the Committee on the Luxury Tax, that the motor-car would be left out of that Committee's recommendations.



ONE OF MANY THAT HAVE SEEN SERVICE WITH THE RUSSIAN ARMIES IN THE CAUCASUS:
A LANCHESTER ARMoured CAR, WITH TWO OF ITS CREW.

Armoured cars of this well-tried type are built by the Lanchester Motor Company, of Birmingham.

At the same time, I was certainly a little surprised to see that the car was included in the list of articles for which no exemption at all was scheduled. That seems to me to be both illogical and unjust. If we examine the question of motoring at large at the present moment we find that there is next to no luxury motoring being done, except in the very grades that escape the major imposts of motor taxation. I suppose it is beyond question that most of the luxury riding is done in taxi-cabs and other so-called public-service vehicles, and these are not subject to the full effect of existing taxes, while the owner of the private car who is using his vehicle for the purposes of his business pure and simple is mulcted in every penny the authorities can squeeze out of him. And now, in addition, the Committee recommends that because his vehicle is quite incorrectly described as a "pleasure" car, he is to be asked to pay twopence in the shilling on the full purchase value of the next car he has to buy.

It may be, of course, that the Committee's recommendations will never become law, but that is a matter

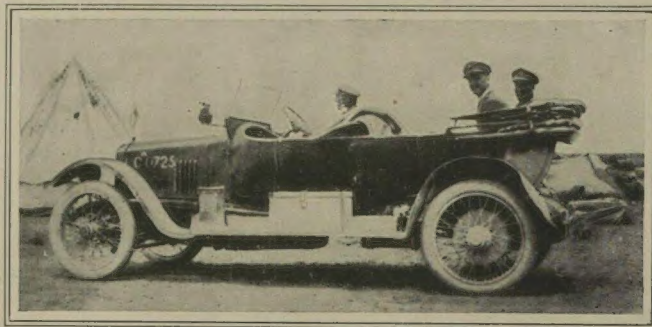
which we cannot anticipate to the extent of letting things go by default. The question that must be settled at once by those who represent the interests of motoring is: What is to be the definition of a pleasure-car? Unfortunately, we have more or less defined it for ourselves by allowing the term to apply generically to any car which is not specifically built for the carrying of goods. Any car, that is, which is simply a passenger-carrying vehicle is, *ipso facto*, a "pleasure" car and, if the Committee's ideals eventuate into law, subject to the luxury tax. I do not think it would be going too far to say that 60 per cent. of the cars owned in this country are not pleasure cars at all in the true sense of the word. They are owned primarily because of the assistance they afford to their owners' business affairs. True, they may often be used for pleasure purposes, but I think the con-

tention is fair that unless a car is bought and owned principally for pleasure, it does not fall within the taxable definition.

The Effect on
Cheap Cars.

A very serious aspect of the tax—if it should become effective—is the injury it will inevitably do to trade, particularly in the cheaper grades of motor vehicles. Suppose we take the case of the lowest-priced American cars, which used to be sold at about £100. These are now subject to an import duty that brings the price up to £133. Add a luxury tax of twopence in the shilling, and we find the price has gone up to £155, which will, in very many cases, mean all the difference between car and no car to

the man of restricted means, upon whom this market depends. Of course, it may be argued that he should purchase a British car upon which no import duty is leviable; but the answer to that is that there is at the moment no British car in sight which will take the place all round of the American car I have in mind. If there were, there would not be some 20,000 of these cars running about the British Isles; and probably about 15,000 of the total are owned and used for business. Yet on its construction, and accepted definition, this is a "pleasure" car. Obviously, it would be the height of injustice to tax the car that is a business vehicle unless you are going to tax farm-wagons and brick-carts as "luxuries." And that brings us up against a difficulty which, so far as I can see, will prove insuperable in practice. Supposing we exempt the business car from the proposals. I, for example, buy a car, and can *bona fide* prove that I want it for the purpose of my business. For some reason or other I sell it to someone who wants it for pleasure alone. What about the luxury tax, then? Is the new owner to be required to declare his purchase and pay the duty on the original value? Or is he to pay on the actual price he paid me? Or will he escape altogether? However,



A CAR THAT HAS PROVED ITS EFFICIENCY IN PALESTINE: A 25-H.P. VAUXHALL STAFF CAR NEAR JERICHO.

The Vauxhalls have demonstrated their ability to perform the varied and often arduous tasks demanded of military Staff cars.

the recommendations have not reached the Statute Book yet, and there is to be a lot of debate before they do. In the meantime, the bodies representative of all the motoring interests are bestirring themselves. W. W.

URODONAL

The triumph of Modern Science.

Medical Opinion:

"The principal indication in the treatment of arterio-sclerosis consists first of all in preventing the birth and development of arterial lesions. During the pre-sclerotic period, uric acid being the only factor causing hyper-tension, it is therefore necessary to combat energetically and frequently the retention of uric acid in the organism by the use of URODONAL."

Professor FAIVRE,
University of Poitiers.

"URODONAL is an ideal agent in the hands of the physician in all cases where there is reason to fear the retention of oxalic acid, as URODONAL eliminates this poison as readily as it eliminates uric acid, and thus safeguards the patient against the harmful effects of this dangerous form of intoxication."

Dr. BIROLLEAU,
Late Physician to the Colonial Hospitals. Officier de la Légion d'Honneur.

URODONAL
DISSOLVES
URIC ACID

Gout,
Gravel,
Arterio-Sclerosis,
Rheumatism,
Acidity,
Obesity,
Sciatica,
Neuralgia,
Calculi.

URODONAL prices, 5s. and 12s. Prepared at Chatelain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, 5/6 & 12/6, from the British and Colonial Agents, HEPPELLS, Pharmacists and Foreign Chemists, 161, Piccadilly, London, W.1, from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cligg Street, New York, U.S.A.

Agent for Australia and New Zealand: BASIL KING, Malcolm Building, Malcolm Lane, Sydney (Box G.P.O. 2239).
Sub-Agents for India, Burma and Ceylon: G. AITHERTON and CO., 8, Clive Street, Calcutta.

GLOBÉOL

The Ideal Tonic.

Convalescence,
Anaemia,
Nervous
Disorders,

Neurasthenia,
Tuberculosis,
Weakness,
Brain-Fag



Forms
Blood,
Muscles,
and Nerves.

Restores
Vitality,
Increases
Brain-Power.

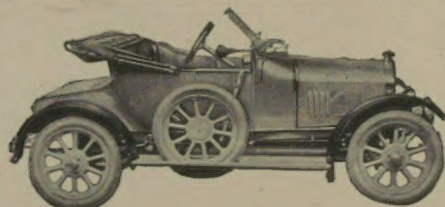
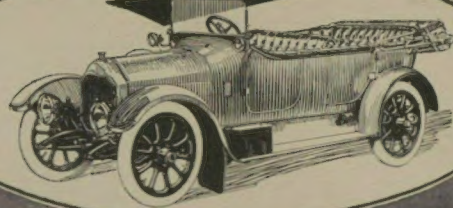
GLOBÉOL is the pick-me-up *par excellence* for sportsmen and athletes. It tones up their system, gives them the necessary vigour, energy and vitality to undergo the strain of arduous physical exertion, while it also helps to overcome the fatigue that inevitably ensues after prolonged effort, either physical or mental.

Price 5/- per bottle. Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, 5/3, from the British and Colonial Agents, HEPPELLS, Pharmacists, 161, Piccadilly, London, W.1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

When the Guns Cease to Roar

—and when our manufacturing resources are no longer requisitioned by the Government, the Humber factories will resume the output of cars which will more than maintain the reputation of the past.

HUMBER Limited,
COVENTRY.



SEED-TIME

THE past and present periods of pre-occupation on work of National importance have necessitated facilities and standards of accuracy, skill and speed of production very far in advance of the best that were known in the peace days of yesterday.

—and Harvest.

The advantages which will accrue to the Swift owner in the peace days of to-morrow will naturally be many and valuable. Every reason for his former preference for the Swift will be strengthened and justified by a car even better than the old favourite—more perfectly finished in every detail, and more unmistakably "the best."

THE SWIFT MOTOR CO., Ltd.,
Coventry.

London: 132-4, Long Acre, W.C. 2
Dublin: 15-17, South King Street.

Cerebos

SALT

for dainty
tables

Setting a Standard!

The post-war Sunbeam will set a new standard in cars. In engine design the maximum success has been achieved, and will be exemplified in the after-war

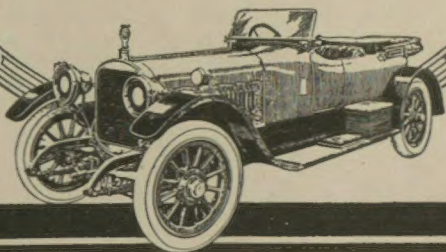
SUNBEAM

and owners will gain, by the many detailed improvements in the chassis, full advantage of our war-time experience. For nearly four years the energies of the Sunbeam Company have been centred in the production of

SUNBEAM-COATALEN AIRCRAFT ENGINES

setting a standard of efficiency and perfection that has made them the popular power unit of Britain's third arm of defence. Consider this and the fact of Sunbeam pre-war reputation, in basing a decision for your after-war car.

THE SUNBEAM MOTOR CAR CO., LTD., WOLVERHAMPTON.
Manchester Showrooms 106, Deansgate
London and District Agents for Cars: J. Keele, Ltd., 72, New Bond Street, W. 1



Ration
Hints



BY APPOINTMENT.

On Meatless Days

VEGETABLE DISHES can be greatly improved in flavour and made enjoyable by the addition of
LEA & PERRINS' SAUCE.

Lea & Perrins

Lovely
Hand
Bags



J.C. VICKERY.
177 to 183
REGENT ST.
LONDON
W.1
*Your Neighbour's Jeweller
Silverware & Drawing Case
Manufacturer*

Send to - day for
Catalogue of Useful
Gifts, Post Free.

No. A 2170.—Very
Charming Bag in
Black or Mole Grey
Real Antelope, with
Marcassite and Silver
Clasp, lined Grey,
fitted Mirror and
Powder-Puff.
7 x 7 1/2 in., £3 17s. 6d.
Black or Navy Moiré
Silk, £2 17s. 6d.



No. A 2174.—Lovely Solid Tortoiseshell
and Silk Hand Bags, very finest quality.
£4 15s. £5 17s. 6d., £7 7s., £10 15s. 6d.

Many other Beautiful and Exclusive Designs on view.

NEW NOVELS.

"Oh, Money! Money!" Miss Eleanor H. Porter, an American lady already known and welcomed on this side, writes with her usual charm and witty commonsense in "Oh, Money! Money!" (Constable). Commonsense is, in fact, the bedrock of her story, and the moral she draws is practical, if obvious, being neither more nor less than the reflection that people carry their natures with them into the trial of new conditions. Stanley Fulton, an American millionaire, cast about him for the recipients of his ten-million-dollar



ENTERTAINED AT THE BALTIC Y.M.C.A.: WOUNDED YUGO-SLAVS.

The Yugo-Slavs here seen were taken prisoner by the Russians, and afterwards fought as their allies, on the Roumanian front. Mr. Blaxalo, who is seen with them, conducted them during their visit to London. He served with the Serbian Army, and was wounded in 1916.

Photograph by Topical.

fortune in the event of his death. His only relatives were a little group of poor cousins, whom he did not know, in a small town. He hit on the idea of testing them by causing them to be endowed with a hundred thousand dollars each, and then taking up his residence among them (as John Smith) to see how the money went. We do not intend to give away the rest of the book. It is Miss Porter's affair, and very well she manages it. It is amusing, but it has its sobering side as well. If anything, the cousins are rather too well treated, for their kind creator, relenting, allows them to accomplish changes of heart that are all for the better, and admits them all to the rare circle of people who not only learn by experience, but learn before it is too late to profit by their hard-earned wisdom. The love interest in "Oh, Money! Money!" is well handled, and is as lively and pleasant as the other features of the story.

as "The Anchor," with its tribute to their sound young humanity, might make even a Prussian understand why jack-boots fail when cleanly and honest people set out to do their simple duty.

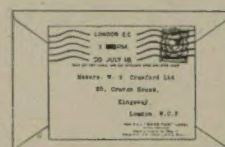
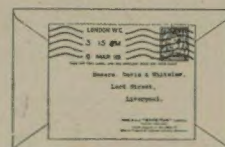
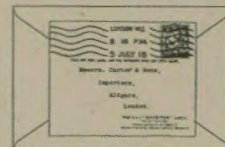
In response to an appeal from Lord Northampton (Chairman), the Great Northern Central Hospital has received a donation of £15 18s. 7d. from Mr. A. J. Avery, the Hon. Treasurer of the British Patriotic Committee, Quilmes (South America). The amount was collected at a lecture entitled, "Tommy, the World's Wonder," by Mrs. David T. Herald. The hon. treasurer writes: "On the night of the lecture, it blew a gale and snowed hard, and, according to the papers, it had not previously snowed in Quilmes for eighty-eight years."

"The Anchor." "The Anchor" (Constable) is subtitled "A Love Story," and the promise contained in the three words is not belied. It is as a love story that it shines. The "clever" conversations and the modernisms of its twentieth-century young people are already stale; but the romantic interest of the falling in love of Laddie and Janet, which differs in no way from the falling in love of youths and maidens since the world began, has all the freshness of its undying theme. As for the machinations of Pamela Cartmel, they are, as Mr. Sadler himself reminds us, the way of Potiphar's wife, Laddie playing the part of the fleeing Joseph, and Janet, for an hour of doubt, of the credulous Potiphar. Mrs. Cartmel has, of course, all the guile of the jealous woman; but the rest of the characters are, for the most part, pleasant and attractive people—the quiet English who keep the even tenour of their way even when Empires fall and civilisation rocks at the onslaught of the Hun.

There is not much breadth about "The Anchor," but many more pretentious novels fall short of its sincerity and discretion, and lack the careful expression that it gives to its views of Paris and London—with just a glimpse of Germany—in the time immediately preceding the outbreak of war. Janet and the young men are the big success of the story. They are types of the generation upon whose shoulders the burden of the struggle has been thrust. Such a book with its tribute to their sound young humanity, might make even a Prussian understand why jack-boots fail when cleanly and honest people set out to do their simple duty.

SAVE TONNAGE.

WHEN a business man consigns 400 or 500 envelopes to the waste-paper basket every morning—about 95 per cent. of them being as good as new—he rarely realises the almost criminal waste involved. Undoubtedly it is in the power of everyone who writes a letter to assist in carrying on the war. By a simple device called the "Save-tun" label, one can use envelopes over and over again. A town of, say, 800,000 inhabitants, where about two million letters are posted each week, in the course of a twelve-month would effect an economy of about eighty million envelopes, representing many tons' weight of paper and paper-making material for which cargo-space has had to be provided. If every community in the country adopted this device, it is almost impossible to conceive the economy that would be effected and the resultant benefit to the cause of the Allies. The boys in the line frequently experience great difficulty in obtaining envelopes; but if we all use the "Save-tun" label, and enclose one with our letters to enable our soldier boys to use our envelopes for replies, this difficulty would be removed. Kenrick and Jefferson, Ltd.—who are responsible for this innovation—are providing the "Save-tun" label in small packets of 150 (one shilling). The firm's show-rooms in London are: 22, St. Andrew's Street (off Holborn Circus), and they also have show-rooms at Manchester, Liverpool, Cardiff, Swansea, Birmingham, Newcastle, Leeds, Leicester, Sheffield, Glasgow, and Belfast.



ECONOMY IN PAPER AND TONNAGE: THE K. AND J. "SAVE-TUN" LABEL USE THRICE ON ONE ENVELOPE.

From the Nautical College, Pangbourne, which has just completed its first year, three cadets—the first from this institution—have passed the examination, and have been accepted by the Admiralty as Naval Cadets. Their names are: H. L. Gilbert, E. T. Symmons, and A. St. Clair-Ford. They will join Osborne for one term before proceeding to the Royal Naval College, Dartmouth.

Culleton's Heraldic Office

92, PICCADILLY, LONDON.

Arms and Pedigrees of English and Foreign Families.

Genealogical Researches in Public Records.

PEDIGREES ENGROSSED AND EMBLAZONED

Seals, Rings, Dies, Book-plates (ex-libris) Engraved.

ARMORIAL STAINED GLASS. MEMORIAL TABLETS

Sketches and Designs for all purposes.



TERMS OF SUBSCRIPTION TO

TO "THE ILLUSTRATED LONDON NEWS," PAID IN ADVANCE.

INLAND.

Twelve Months (including Christmas Number), £2 18s 9d
Six Months, £1 8s 2d; or including Christmas Number, £1 10s 7d
Three Months, 14s 1d; or including Christmas Number, 16s 6d

CANADA.

Twelve Months (including Christmas Number), £3 0 11s
Six Months, £1 11s 3d; or including Christmas Number, £1 13s 10d
Three Months, 15s 9d; or including Christmas Number, 18s 2d

ELSEWHERE ABROAD.

Twelve Months (including Christmas Number), £3 5s 3d
Six Months, £1 11s 3d; or including Christmas Number, £1 13s 10d
Three Months, 15s 9d; or including Christmas Number, 18s 2d
Subscriptions must be paid in advance, direct to the Publishing Office, 172, Strand, in English money by cheque, crossed "The National Provincial and Union Bank of England, Limited"; or by Post Office Order, payable at the East Strand Post Office, to THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., 172, Strand, London, W.C.2

Allenburys' Foods

The best alternative to Human Milk.

MILK FOOD No. 1 - From birth to 3 months
MILK FOOD No. 2 - From 3 to 6 months
MALTED FOOD No. 3 - From 6 months upwards

ALLEN & HANBURYS Ltd.
Established 1715.

LOMBARD STREET,
LONDON, E.C. 3.



If you suffer from Asthma, Cough, Ordinary Colds, you will find nothing to equal
HIMROD'S CURE FOR ASTHMA
At all chemists 4/3 a tin.

THE
MEXICAN
HAIR
RENEWER.

Do not let Grey Hairs appear.
Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.
IS NOT A DYE.
Sold Everywhere.

C. Brandauer & Co.'s Ltd.

CIRCULAR POINTED
PENS.

SEVEN PRIZE
MEDALS



Attention is also drawn to their Patent Anti-Blotting Series.

London Warehouse: 124, NEWGATE STREET, E.C.

Rowland's Kalydor

Cools and Refreshes the Face, Hands, and Arms of Ladies and all exposed to the
HOT SUN AND DUST.

Prevents and removes Freckles, Tan, Sunburn, Redness, and Roughness of the Skin, cures and heals all Cutaneous Eruptions, Prickly Heat, &c. Produces

SOFT FAIR SKIN

and a lovely delicate complexion; it imparts natural Whiteness to the Skin, unobtainable by any other means. Sold in 2/6 and 5/- bottles by stores, chemists, and
ROWLANDS, 67, Hatton Garden, London

Petrol Economy with the

**CLAUDEL
HOBSON
CARBURETTER
PROVED!**

Read this extract from the "Commercial Motor," 28th March:

"Very many American convoys were consuming an average of 52 litres per 100 kilom., while the French lorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT."

SUPPLIED TO ADMIRALTY & WAR OFFICE.

H. M. HOBSON, LIMITED,
29, Vauxhall Bridge Road, London, S.W. 1